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WEEK AT A GLANCE

ANNUAL REPORTS: With Congress back in session, this is the season for annual reports of government agencies for the fiscal year ending last June 30. This issue includes abtracts of reports of the Interstate Commerce Commission (page 32); of the commission's Bureau of Locomotive Inspection (page 37); and of its Bureau of Safety (page 45). The Locomotive Bureau report shows, overall, a decline of about one-third in locomotive accidents and in deaths and injuries therefrom.

NEW ATTITUDE? Outstanding feature of the I.C.C.'s 63rd annual report was its statement that "recent railroad policies" of "seeking more revenue from lower volumes of traffic" mark an "unhealthy" change in the railroads' "historic attitude" of "putting great emphasis on building up tons and ton-miles." It also recalled suggestions in some of its previous reports, advocating "achievement of lower costs through greater efficiency." The report included no specific legislative recommendations, in view of inquiries recently completed or still in progress into transportation problems, but it did make certain "suggestions" which virtually amount to recommendations.

IT LOOKS LIKE A GOOD YEAR: Those cheerful predictions that so many people have been making—that the railroads will buy or build considerably more equipment in 1950 than they did in 1949—seem to be coming true in a hurry. Orders for 4,500 freight cars are announced in this week's Equipment News, which (with 950 reported last week) brings the total for only three weeks of 1950 up to more than half of that for the whole of 1949. And previously reported inquiries for at least 4,300 additional cars are still outstanding. Placement of orders for them would be enough to top the 1949 total. Louisville & Nashville and Missouri Pacific orders for, respectively, 52 and 77 Diesel-electric locomotive units got the year off to a pretty good start in that field, too.

CHANGE AT ALCO: Robert B. McColl, president of the American Locomotive Company since 1945, resigned from that position this week, to be succeeded by the chairman of the board and former president, D. W. Fraser. The business careers of both men are reviewed on page 39.

WHERE THE RESPONSIBILITY LIES: The "starvation level" of railroad earnings has seldom been more dramatically pointed up than by the recent revelation that net earnings of the entire railroad industry for 1949 were only two-thirds those of the General Motors Corporation. Using that startling comparison as a starting point our leading editorial (page 25) declares that "responsibility for the [low] earnings of the railroad industry lies very largely with the United States government." And it goes on to say that railroad regulation should "be subordinated to the far more important objective of maintaining the industry's financial health, with consequent access to the new capital needed to keep its services fully modern and adequate."

ONE-THIRD BY DIESEL: More than one-third of the total freight-service gross ton-miles produced by Class I railroads in the first 10 months of 1949 were handled by Diesel-electric locomotives, according to the latest "Monthly Comment" of the I.C.C.'s Bureau of Transport Economics and Statistics. The "Comment" also shows Diesel use by territories and by the larger individual railroads. Beside the Dieselization study, the "Comment" compares the railroads' capital structure in 1948 with that of 1920, and reviews data on sales of motor trucks and on use of private motor vehicles by manufacturing industries. A summary of the "Comment" begins on page 40.

NO LET-UP: As 1950 gets under way, there's no indication of any let-up in demands of organized railroad labor for more and more cost-increasing concessions. Mediation has begun at Chicago on the demands for a 40-hr. week for men in yard service; while the Brotherhood of Locomotive Engineers has served notice of demands for various rate and rule changes. The Canadian railways, too, have similar problems to face, with a majority of their employees demanding wage increases and a 40-hr. work week, and, in one case, institution of the "check-off" system for union dues. Details of the foregoing are included in the News pages, while on page 42 there are some pretty outspoken comments on the railroad labor situation by one of New England's leading newspaper columnists.

OVER THE TOP OF TIP TOP: Recent completion by the Missouri Pacific of a new line over Tip Top hill marks the third step in a long-range program of improving operating conditions on the road's main line between St. Louis and the Southwest—a program which is expected to save half a million dollars a year in operating costs. The Tip Top line revision is described, with illustrations, including map and profile, in the article which begins on page 28.

ALSO IN THE NEWS: A report of the I.C.C.'s final rejection of R.F.C. claims for "reparations" of nearly $150,000 on war-time shipments of tin ore from eastern seaboard cities to Texas; announcement of an agreement between three leading associations of railway supply companies to hold exhibitions only once every 18 months instead of twice a year, as at present; an account of the January 12 meeting of the Atlantic States Shippers Advisory Board, where rail freight service was both attacked and defended, and the subject of oil supplies discussed; excerpts from an address to the Central Railway Club of Buffalo, by Carroll B. Huntress, giving some of his usual cogent reasons for opposing the proposed St. Lawrence seaway, and other recent developments of interest to railway and railway supply men.

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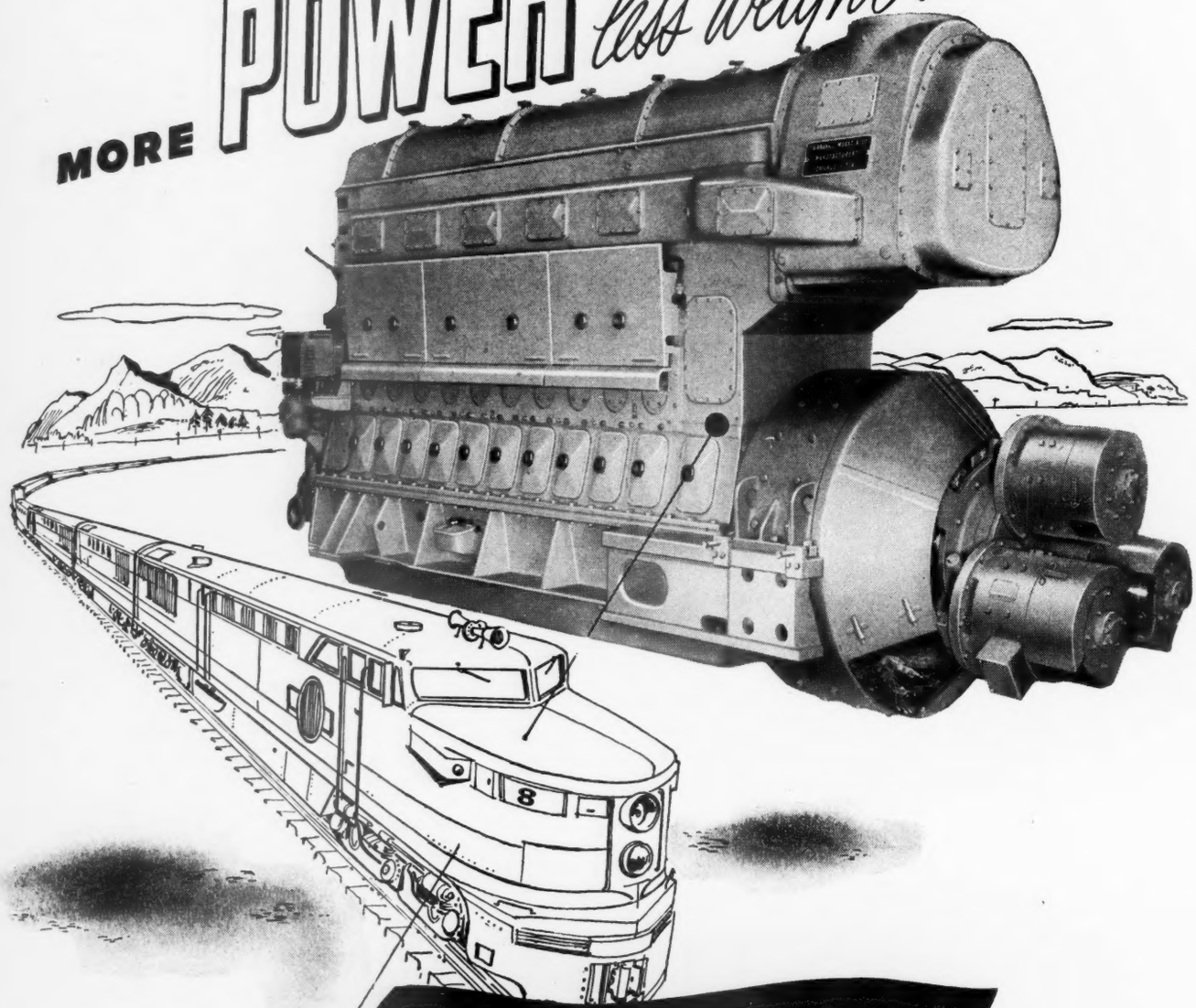

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One Motor Manufacturer Earns More Than The Entire Railroad Industry

The General Motors Corporation has announced that its net income in 1949 was over $600 million—which is half as much again as the net income of the entire railroad industry last year; and G.M.'s increased profit, as Chairman Sloan pointed out, has not come from larger profit margins but from doing an increased volume of business at a reduced profit ratio. The customers, that is to say, have gained rather than lost by General Motors' increased prosperity.

There is, accordingly, no question to be raised about the propriety in the public interest that General Motors should have earned what it did—but there is a mighty serious question indeed as to how and why private investors could be expected to keep the railroads supplied with capital, when they can put their money in other enterprises which are ten or fifteen times more profitable.

"None So Blind . . ."

Are the people who are responsible for the starvation level of railroad earnings utterly blind to the inevitable long-run consequences (and not too long-run at that) of what they are doing? Efficient railroad service is just as necessary to the economic welfare and military security of the nation as a plentiful supply of modern automotive vehicles. Both the railroads and automobile manufacture require—if they are to stay in business—a constant and substantial inflow of investment capital for plant improvement and renewal. Since both the railroads and automobile manufacture are private businesses, both of them have to look to the same private investment market for necessary supplies of capital. No investor would have any qualms about entrusting his savings to General Motors, but what inducements are offered for similar investments in the railroads?

The question confronting the American people about their railroads is not the theoretical one of whether the railroads are being treated "fairly"—but whether or not they want the railroads to survive under private ownership. If they do, they must express their choice by action and not merely by words. The farmer who says he does not want his horse to die, but who shuts him off from practically all nourishment while continuing to work him hard every day, is not going to deserve much sympathy when, at length, the faithful critter expires. After that happens, no amount of lamentation will bring old Dobbin back to life.

Who are the people who, right at this moment, are denying the railroad industry the means of subsistence as private enterprise? In its decision in the *Ex Parte* 168 freight rate case last August the Interstate Commerce Commission went out of its way to discuss the operating deficit suffered by the railroads' passenger service in 1948. While indicating

some skepticism regarding its own figuring, the commission reached the conclusion that, of a total deficit of $560 million from passenger service, no less than *$373 million of this deficit was incurred in the handling of mail and express and not from the transportation of passengers at all.* The railroads have been striving to overcome this deficit by securing higher rates for the transportation of mail, including parcel post (depressed rates for which are the principal factor in the unprofitability of the express business). So far, the only increase they have succeeded in obtaining has been a 25 per cent "interim" rise above the prewar level in pay for hauling the mail, which is, of course, only a feeble gesture toward compensating for costs which, as even the man in the street knows, have doubled.

Every move of the railroads to eradicate with compensatory rates their $373 million deficit in the handling of their "head-end" traffic has met with active resistance and interminable delaying tactics on the part of lawyers acting in the name of the Post Office Department—and by caution, scarcely distinguishable from complete paralysis, on the part of the Interstate Commerce Commission. Meantime—while unquestionable power lies in the Interstate Commerce Commission to eradicate the "head-end" deficit overnight, by a flick of the pen—individual commissioners are going around making speeches and writing articles, lecturing the railroads for their overall passenger service deficit of a half-billion dollars; and admonishing them to do something about it.

Where the Responsibility Lies

With railroad rates regulated by government authority, then—so long as earnings are obviously substandard and rates are not as high as management believes they ought to be—*responsibility for the earnings of the railroad industry lies very largely with the United States government.* The American people need the railroads for service to the peacetime economy, and every military man knows that a strong railroad industry is indispensable to the national defense. Is there no member of the President's cabinet sufficiently well informed to discern and report to him that *what government departments and agencies are doing to the railroad industry is inhibiting the kind of service the American government and people must have from this industry?*

Politics seems incapable of dealing with current problems—it concentrates instead on those of past history. The railroads are enmeshed in a web of complex and almost stifling regulation which had its tiny beginnings, with some justification, in the days of railroad monopoly, long since vanished. But the more competitive the transportation industry becomes, the more elaborate the regulatory structure grows—a system of policing which lacks any excuse whatever where monopoly does not exist. Even now, with the railroads practically confronted with starvation for lack of an adequate inflow of new capital, there are a hundred government officials contriving ways and means of policing the railroads more minutely to every one who gives any thought to the necessity of keeping the patient alive so the policemen may continue to have something to police.

The railroads have, quite properly, objected repeatedly to the degree of promotion—with generous largess from the public treasury—in which the federal government engages in behalf of other agencies of transportation. But the industry has been considerably more than cautious in drawing attention to what may possibly be the even more serious handicaps it suffers from unimaginative and petty-minded regulation—which has lost sight of the primary national interest in a financially healthy railroad industry, in the pathological zeal with which every bureaucrat and Justice Department lawyer is permitted to pursue or prevent the slightest infraction of rules and orders which seek to control every miniscule fragment of corporate behavior.

Unless regulation of the railroads can be subordinated to the far more important objective of maintaining the industry's financial health, with consequent access to the new capital needed to keep its services fully modern and adequate to all demand for them, then the public interest would be a lot better served if regulation were abolished entirely—lock, stock and barrel. Temporizing with this issue, and "going easy" in discussing it, is not softening the hearts or improving the mental capacity and the patriotism of the regulators, bureaucrats, prosecutors and persecutors. It is only confirming them in their error.

Discretion Needed in Use of Questionnaires

The questionnaire is an extremely useful, perhaps even indispensable, tool for compiling information regarding the railways and their policies and practices. Consequently it is widely used for this purpose. Technical committees of associations of railway officers comprise one of the principal sources of such questionnaires. This magazine and its associated publications frequently find it necessary, in the interest of complete and accurate reporting on matters of importance to the industry, to resort to the use of this device.

Railway officers, generally speaking, exhibit a highly cooperative attitude in handling questionnaires that come to their desks. Even where considerable time and effort are required in supplying the desired information, the percentage of returns is consistently high. For instance, to compile data for the article on railway construction projects that ap-

peared in the Statistical and Outlook Number (January 7 issue) of this publication, forms were sent to 558 roads. Of these, 426 companies, or 76 per cent, including practically all of the larger roads of the country, supplied the information requested. Some, no doubt, of those that did not answer had no information to report. When questionnaires encounter such a generous response as this there is reason for keen appreciation, because it proves the existence of channels of communication for the use of those who have a constructive and unselfish need for information that can only be had by canvassing the industry as a whole.

At the same time, the willingness of railway people to answer questionnaires puts a heavy moral obligation on those who issue them — not to resort to this device unless it is obviously in the industry's interest; and to work upon the questionnaires that are sent out to make them as easy to answer as possible. A few simple rules will help in attaining the latter objective. One of these rules is to phrase the questions in such a manner that individual questions may be answered in a minimum of words and with a minimum of research. Another is to ask only for information that is certain to be used. In following this latter rule it is essential that those preparing questionnaires have a crystal-clear conception of precisely the use to be made of the information requested. Too often it has happened that, after a great mass of information has been assembled by putting hundreds of people to work answering questionnaires, those asking for the information have found themselves unable to put it together into a readable and significant report. Careful forethought will simplify the work of answering the questions and of digesting the answers.

This publication and its associated magazines studiously endeavor to follow these rules, and shall continue to do so. Recently, in the interest of achieving the same ends, the executive committee of the American Railway Bridge and Building Association instructed all committees to submit proposed questionnaires to the president of the association for review and suggestions before they are sent out.

Indiscriminate use of questionnaires and carelessness in their preparation is a discourtesy and an impertinence. It could conceivably set up a resistance toward the device which would prevent its use in situations where it is the only available means of assembling highly significant information. That eventuality would be most unfortunate. It can be forestalled by forethought and restraint on the part of those who send out, or contemplate sending out, questionnaires.

The railroads cannot build up sufficient surplus earnings in good years to offset the poorer years. They should be allowed to earn no less than 6 per cent on their net property investment, but over the past 25 years they have averaged only 3.6 per cent. These earnings have not been sufficient to maintain a railway plant capable of meeting the growing needs of the country. They are over-regulated, over-taxed, subject to unwise union leadership and forced to try to meet subsidized competition. As J. M. Symes, vice-president of the Pennsylvania, said recently — "When government boards make decisions that tell you what your costs are going to be and bureaus and commissions tell you when and how much you are to charge for your product, that is when management finds itself in all kinds of hot water."

This squeeze can be met by management in only one way — increased efficiency. It seems to be a continual race between increasing costs, together with other difficulties imposed by over-regulation, and increases in operating efficiency. Lower costs can be achieved only through increased efficiency resulting from the best in the way of plant, equipment and facilities. The need for further modernization is very great. This cannot be provided without a continuous supply of capital which has not been available to this industry and will not be until investor confidence is restored through an assurance of continuous adequate earning power. When we say capital we mean equity capital supplied through sale of common stock. We repeat what we said in a previous report — no industry can be considered financially healthy unless it can raise equity capital.

But there are things that can be done to change the picture and give us a railroad industry that is strong and efficient, the kind the country must have. First we believe that as our federal regulatory statutes are based upon the assumption that the railroads still enjoy a position of monopoly, the whole concept of federal laws and regulation should be overhauled. We need a new national transportation policy — a new deal. . . .

All forms of transportation should be placed upon an equally competitive basis. Subsidies should be discontinued. Higher taxes and proper tolls should be paid for use of highways and waterways which are provided by the governments, state and federal. These charges are not now adequate to provide for maintenance, operating costs and a return on the public investment. A railroad not only provides its own right-of-way but pays heavy taxes on it. The public pays the bulk of the taxes for construction and upkeep of the highways and waterways used by the trucks, buses and barge lines. A large part of the facilities of the air lines is also provided by public money. This is discrimination against the railroads. Because of the loss of traffic from this unfair competition, there is an increased burden put on the remaining railroad traffic. Contract carriers are the worst competition and they are almost wholly unregulated. . . .

The rate structure should be more flexible. . . . The railroads should be allowed to lower rates at any time to meet competition. . . .We believe most railroad officials would like to see an overhauling of the machinery for the handling of labor disputes in the industry. . . .

We are optimistic about the long range outlook because of the basic importance of the railroads to our economy. We have pointed out the handicaps under which they now operate but we believe these can be largely rectified. The country needs a new transportation policy, but that can be brought about only if the general indifference can be overcome.

—From a report of the Railroad Securities Committee of the Investment Bankers Association of America

Relocated Line

New route over Tip Top hill completes one more step by the Missouri Pacific in its line-improvement program to better operating conditions between St. Louis, Mo., and Poplar Bluff, which is expected to save $500,000 annually in operating costs

Left—Aerial view of the deepest cut on the new line over Tip Top hill, taken when the line was formally opened on November 22, 1949. Below—Another cut, located about a mile north of the deep cut, had to be blasted one-half mile through rock. The temporary bridge shown was built to carry the old line over the new route during the construction period

Cuts Through a Mountain

The recent completion of a new line over Tip Top hill by the Missouri Pacific, at a cost of about $1,500,000, marks the third step toward the fruition of a dream of many years' standing in the mind of Paul J. Neff, chief executive officer of that road and himself a graduate engineer, to improve conditions on the railroad's Missouri division between St. Louis, Mo., and Poplar Bluff, part of the system's main line to Texas and the Southwest.

With the realization of this "dream," it is expected that the main track of the Missouri division will have been shortened by about three miles, the grade will have been stabilized at a maximum of 1.25 per cent, compensated, and hundreds of degrees of curvature will have been eliminated. As a result the road expects that it will be possible to lop 30 min. off the present schedules of trains between St. Louis and Poplar Bluff, and to realize total annual savings of $500,000 in operating costs.

Prior to the completion of the Tip Top Hill project, helper locomotives were required in moving practically all trains over this hill, with the exception of the Dieselized and streamlined "Texas Eagles." The completion of the new line at this location is expected to result in a saving of 325,000 locomotive-miles a year, which was the average mileage made each year by helper engines in moving between Bismark and Piedmont, a distance of 51 mi.

Completion of the overall line improvement work will probably make it possible to operate the "Texas Eagles" over the division without a stop. Although these trains have no scheduled stops at the present time, an operating stop has been necessary to permit a meeting with the northbound "Southerner," a passenger train made up of conventional equipment. Completion of a centralized traffic control installation will permit "rolling meets" under normal conditions.

The several projects included in the general line-improvement program* on the Missouri division include (1) the raising of several miles of the main track near Blackwell above the flood level of the Big river; (2) the elimination of 257 deg. of curvature and the raising of seven miles of main track between Hilliard and Granite Bend above the flood level of the Black river; (3) the line improvement work at Tip Top hill; (4) a somewhat similar project at Gads hill near Piedmont; and (5) the installation of 50 mi. of cen-

*The overall program was described in an article by R. P. Hart, chief engineer of the Missouri Pacific, in the February 26, 1949, issue of *Railway Age*.

Two power shovels, a Marion with a 3½-yd. bucket and a Northwest with a 2½-yd. bucket, were used to load the excavated material into 18-yd. wagons

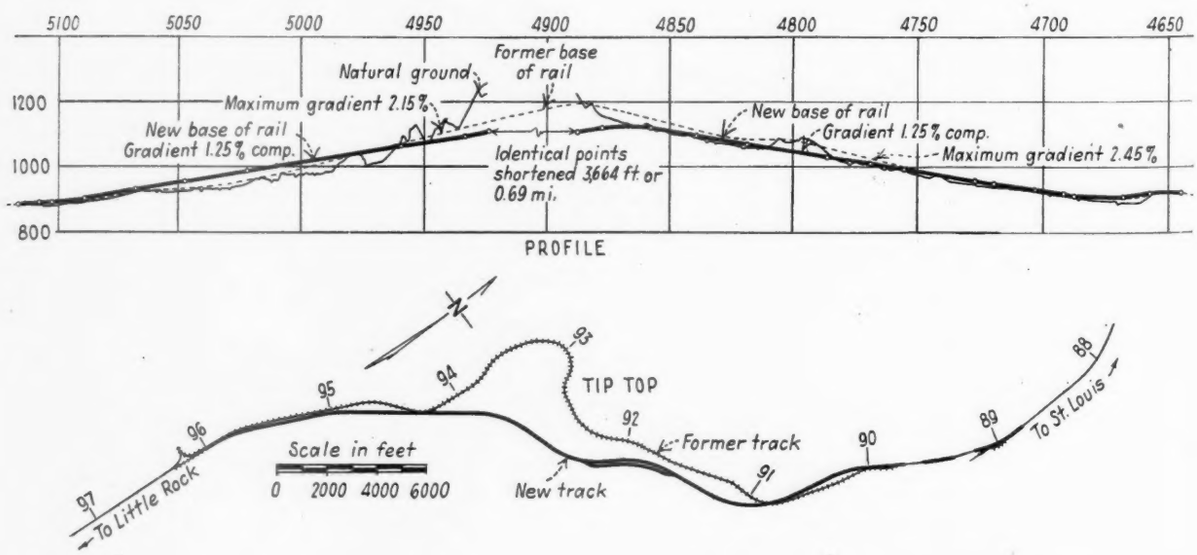
A Northwest shovel loading excavated material into a wagon. The material here was composed of flint gravel and clay and was so firmly embedded that it had to be blasted loose for easier loading

tralized traffic control to supplant block signals between Middlebrook and Mills, including the extension of existing passing tracks to lengths of 5,000 ft. at five locations. The first two projects were completed more than a year ago; the Tip Top Hill project was completed and put into service on November 22, 1949; and the other two projects are now under construction.

The Tip Top Hill project, which was completed in two and one-half years, slices through the second highest mountain in Missouri, and in itself has brought about marked reductions in gradients and curvature. Located about 90 mi. south of St. Louis, the project involved the relocation of about six miles of line.

What had kept this line improvement in the dream stage for many years was the general belief that the hill was composed to a great extent of the tough granite rock that abounds in that vicinity. However, surveys and test boring made at the instance of Mr. Neff revealed that, although tough masses of flint gravel and clay were present, there was very little rock in the top reaches of the mountain.

The existing grades over this mountain were 2.15 per cent northbound and 2.45 per cent southbound. Since the grades on the remainder of the line from St. Louis to Poplar Bluff were 1.25 per cent or less, with the exception of Gads hill, it was decided to cut down the grades over Tip Top hill and Gads hill, both northward and southward, to 1.25 per cent, compensated. Curvature at Tip Top was reduced from a maximum of 8 deg. 6 min. to 2 deg. or less.



Profile and sketch plan of the Tip Top Hill line-change project

General features of the relocated line at Tip Top and its relationship to the existing line are shown on the accompanying drawing. The new line is 5½ mi. long, or 0.69 mi. shorter than the original route. The work was started by company forces which grubbed much of the land and built 15 culverts of reinforced concrete and extensions to two others. By using culverts, two steel bridges on the old line were eliminated in the line relocation. At a point where the two lines intersected, a temporary deck plate-girder bridge was erected to carry the old line over the new trackage during the period of construction.

An outstanding feature of the work is the largest cut, which has a maximum depth of 150 ft. and a length of 7,500 ft. Material in this cut was so firmly compacted that blasting was necessary to permit easier loading by two power shovels. The base of the cut was made 50 ft. wide at track level so that off-track work equipment can be used in maintaining the side ditches. The side slopes of the cut were made 1½ to 1, and no difficulty is expected in their maintenance because of the character of the material and the construction of intercepting ditches a short distance back from the tops of the slopes.

Excavation of the big cut was done with a Northwest shovel equipped with a 2½-yd. bucket, and a Marion shovel equipped with a 3½-yd. bucket. On occasions, the Marion was used as a dragline. The material was hauled by 18-yd. Euclid and Dixon wagons, drawn for the most part by D-8 tractors. The excavated material was used to build fills at both ends of the cut, which ranged up to 45 ft. in height. The maximum haul was about 13,200 ft., average haul 7,000 ft.

The equipment was worked about 20 hr. each day, floodlights being used to augment the headlights of the tractors for night illumination. Where the fill was close to the existing main track, no dumping was permitted when a train was approaching, and flagmen patrolled the track constantly to be sure it was clear of debris.

About a mile north of the big cut, at a point where the new line crosses under the old route, there is another cut which was blasted through solid rock. This cut is about a half mile long and 30 ft. deep, with vertical side walls.

The new track was laid on a thick bed of ballast, obtained from an iron mine at Iron Mountain, Mo., which consists of mine tailings containing a high iron content and considerable granite. Creosoted ties, rail anchors and 115-lb. rail were used in the track construction.

A total of 2,000,000 cu. yd. of earth and 36,000 cu. yd. of rock was excavated under contract. The principal grading contractors were the Clarkson Construction Company, Kansas City, Mo., and the O'Dell-Riney Construction Company, Kirkwood, Mo. Some bank alterations were made by the Porter-DeWitt Construction Company, Poplar Bluff. This project was carried out under the guidance of Paul J. Neff, chief executive officer of the Missouri Pacific, and under the general supervision of Roy P. Hart, chief engineer, with the assistance of William H. Giles, engineer of design. Jack Yarber, assistant engineer, had direct charge of the field work for the railroad.

THE EDITOR HAS SOME FUN

The following not too serious dissertation is quoted from the editorial page of the Washington (D.C.) Evening Star:

ALONE WITH SCIENCE

Travelers returning from the holidays with that haggard look are not all necessarily suffering from too much Christmas. Some of them may well have just had their first, unnerving encounter with one of those new-fangled, ultracompact, highly mechanized railroad roomettes. And for certain timid women of the kind who whimper at the sight of a pressure cooker, the whole experience has all the charm of an evening with Frankenstein.

In the first place, when she sees her compartment, with its pretty little seats, she leaps to the conclusion that the railroad has misunderstood her request for sleeping quarters and expects her to sit up all night, in plush and solitary splendor. She hastily summons the porter, who explains about the bed in the wall. Grandly she tells him please to prepare it, and off she goes to the club car, satisfied that she has handled a difficult situation with finesse. Returning, she finds that indeed the bed is there, but that all else, including standing room, has vanished. In a panic, she flags down a passing conductor and explains her fearful plight to him. He is sympathetic, but of the old school, and while he flicks several switches and causes lights, fan and air conditioner to go on and off, he cannot make the bed vanish. Defeated, they decide to call on the porter again. He comes, eyes them both rather pityingly, makes a barely perceptible motion which causes the bed to rise in the air and disappear into the wall. Thoroughly shaken our heroine makes her preparation for retiring. She admires the little washbasin that comes out of the wall, the small rabbit hutch by the seat which is for her shoes. But she does not dare lay anything down for fear it will disappear.

Then she faces the problem of summoning the bed again. She steps out into the corridor as far as the curtains at the entrance will permit, and firmly grasps the lever which has the reassuring label "to lower bed." Inevitably at that moment a late reveller homeward bound from the clubcar, lurches by, crashes into her and causes the bed to come down in a great swoop. She falls into it, but rises again in horror. From the ceiling a baleful blue light gleams down at her. A few nervous passes at the instrument panel at her right hand and it goes off. But not she. What of the morning? How can she get the bed back into the wall? What if she should touch the wrong switch in her sleep and it should fly back into its hiding place, taking her with it? She would be immured forever. No one would ever hear her cries for help. Obviously, this is the end. Lulled by such thoughts, she drifts off into fitful slumber.

In the morning with the utterly dispirited calm of one who has spent the night in a haunted house and knows that life can hold no more horror, she carefully studies all the instructions about adjusting the temperature. Finally her eye lights on the lever at the foot of the bed which says simply "Pull." She does and the bed goes meekly to the wall.

Spent and weary she leaves the train, composing in her mind letters to the railroad requesting that they furnish all passengers with a book of instructions and paper the walls with reassuring signs like "Relax!" "Think!" or simply "There, there, little girl, everything is going to be all right." She herself will seek the primitive, but unchanging comfort of the upper berth in the future.

Quest for More Revenue from Lower Vo

Annual report points up what the commission sees as change in "historic" railroad attitude of "putting great emphasis on building up tons and ton-miles"; making no formal legislative recommendations in view of pending transport studies, it nevertheless gives Congress a few suggestions

Recent railroad policies of seeking more revenue from lower volumes of traffic mark an "unhealthy" change in the carriers' "historic attitude" of "putting great emphasis on building up tons and ton-miles," the Interstate Commerce Commission warned in its sixty-third annual report. The commission conceded that increased costs have made the "historic" approach a "difficult" one, but it also reminded railroad management of its previous calls for attack on the problem along all lines which promise "the achievement of lower costs through greater efficiency."

The report, which went to Congress on January 12, was in the usual form, being a 133-page document reviewing commission activities during the period from November 1, 1948, to October 31, 1949. No formal legislative recommendations were included. The commission explained that it was proposing none because the transportation report made to President Truman by Secretary of Commerce Sawyer, and the transport recommendations of the (Hoover) Commission on Organization of the Executive Branch of the Government, are now receiving consideration; and because of current congressional studies of transportation, especially that being conducted by the Senate committee on interstate and foreign commerce.

"In view of these important inquiries into what is new in problems of interstate and foreign transportation, and of the thorough review of current information concerning these problems, we believe that at this time we should make no recommendations as to basic matters affecting transportation in a large way," the commission said. Meanwhile, however, there were in other parts of the report several statements which amounted to legislative recommendations.

Some Suggestions to Congress

That the commission still wants regulatory authority over railroad train-communication systems was indicated when it reminded Congress that it has been recommending such an extension of the Interstate Commerce Act's section 25 for the past three years. The reminder went on to say that bills now pending (H.R.378 and S.238) "would carry this recommendation into effect." A suggestion that the percentage taxes on amounts paid for the transportation of passengers and freight should be repealed came in another section of the report. There the commission recalled that its previous annual report had advised that this method of taxation "discriminates against the long-haul shipper, and adds to the difficulties of for-hire carriers in competing with private transportation by automobile, truck, or vessel." It was also recalled that this previous report had gone on to say "it appears reasonable to question whether continued use of for-hire carriers for tax-collecting purposes is justified." In the present report the commission followed through to observe that "further advances in transportation charges during the present year add weight to our view on this subject."

Amendment to Mahaffie Act

In discussing its experience in administering the I.C. act's section 20b (the so-called Mahaffie Act), which provides for voluntary financial reorganizations of railroads, the commission recommended that "consideration be given" to an amendment to the section. The proposed amendment would eliminate provisions which stipulate that a security shall not be deemed to be outstanding for purposes of voting on a proposed reorganization if the commission determines that the assent of the holder of such security is within the control of the carrier proposing the reorganization, or any person or persons controlling the carrier.

"Our experience," the commission explained, "leads us to believe that the denial of the rights of such stockholders to register their assent . . . may result in the failure of meritorious plans through the refusal of a small minority of stockholders to assent, or to register any vote. It seems to us that the protection of minority groups which the Congress intended to provide could be obtained by considering the stock held by controlled or controlling interests to be outstanding and by permitting us in such cases to increase [above 75 per cent] the percentage of assents necessary for approval to the extent which we deem just and reasonable in the light of the situation in each case."

Other legislation, to which the report suggested that "consideration should be given," would add to the act's Part III provisions giving the commission authority to revoke permits of water carriers "for non-use"; and eliminate from Part IV provisions exempting forwarders of household goods from regulation. Meanwhile, the Standard Time perennial sprouted again, the commis-

Volume of Traffic Called "Unhealthy" by I. C. C.

sion reminding Congress that it has long advocated Standard Time Act amendments to provide for full occupancy by the federal government of the legislative field respecting the standards of time to be observed throughout the country.

Would Regain Control of Examiners

Finally, the commission indicated that it would favor legislation exempting its staff of examiners from provisions of the Administrative Procedures Act. That act gives the Civil Service Commission authority to determine qualifications of "hearing examiners." The I.C.C. noted that, during the year under review, the qualifications of 12 of its "hearing examiners" were challenged by a C.S.C. board of consultants, although the examiners were finally found qualified by C.S.C. after it had heard their appeals.

"This long-continued delay and uncertainty," the report said, "has had, to say the least, an unfortunate and discouraging effect upon the morale of the whole corps of our examiners. . . . We are impelled to report our conviction that the division of our examining force into two sharply drawn groups, one subject to our discipline and the other removable only on formal hearing before the Civil Service Commission, the one in salary grades initially fixed by us, and according to ratings found by us, and the other at salaries prescribed by the Civil Service Commission independently of our recommendations or ratings, is not in the interest of good service or just to the employees."

The report's brief discussion of Hoover Commission recommendations relating to the I.C.C. advised Congress that the regulatory body concurs in "most" of them. The report then went on to say that, until specific legislation is proposed, the commission could defer comment on one of the "most important" of such recommendations, i.e., the proposal to transfer commission functions relating to equipment inspection, safety, and car service to the Department of Commerce. Later on, however, in a separate section of the report, there was a description of the commission's present organization and functions. Since this told how all commission bureaus aid it in performing the tasks assigned by Congress, it might well be interpreted as a presentation of the commission's view that retention of all its present functions is desirable.

Defends Rotating Chairmanship

Meanwhile, the report registered definite opposition to another Hoover Commission proposal which would strengthen the I.C.C. chairmanship, vesting in that office "all administrative responsibilities." The commission's answer was a defense of its present plan of rotating its chairmanship annually among its members.

"We do not believe there is any particular magic in the title of chairman," the report said. "We assign to our chairman general duties of presiding and coordinating such as any commissioner can carry for a year in addition to his regular duties. For that reason it is convenient to rotate this responsibility among the commissioners. In this way a more detailed supervision and guidance of particular bureaus is left for longer periods with an individual commissioner, and all of the general work involved—budget, personnel, carrying out policies through service, and the like—is carried by a permanent and experienced administrative official with the title of secretary of the commission. This official works daily with the administrative division of the commission, with other divisions and individual commissioners, and the entire commission, as the occasion may arise."

The expression of the commission's concern over the seeming change from the railroads' "historic attitude" of "putting great emphasis on building up tons and ton-miles" came in the report's opening section, where the commission presented its usual highlight review of "Transportation During the Year." The review covered figures on recent trends of traffic, and these data left the commission with "no doubt that some of the effects of a compounding of rate increases predicted by shippers are being felt." It conceded that railroad rates "had to rise to cope with advancing costs," but nevertheless warned that the increases "have placed the railroads in a less favorable competitive position and have caused changes which have lessened the demand for transportation." And then, after noting that railroad plant "has been improved to enable the achievement of lower operating costs and better service," the commission went on to say that "successful use of this improved plant depends, in part, on volume traffic, and volume has been dissipated to some extent by higher prices."

Rationalization of Railroad Plant?

"The present situation," the report added, "is one in which more revenue is being sought from some traffic for less volume of service. Losses to other means of transportation, relocations of plants, or substitutions of commodities, have effects which are difficult to overcome. How far this situation is permanent is contingent upon a number of factors, not the least of which is the future trend of costs of the railroads and their competitors. The process may appear to be one which involves a rationalization of railroad plant—of gearing it to what it can do best—or it may be that conditions are more

December 1 is T-Day each year for 11 operating railroads in New Jersey. This group of railroad men gathered in Newark on that date to complete payment on a $17,365,670 tax bill due the State. Spokesman for the rail executives was Herman H. Pevler (left), vice-president of the Pennsylvania. Others in the group are (left to right): W. L. Tighe, assistant tax agent, Erie; E. E. Drake, Lehigh Valley; A. K. Marvin, land and tax agent, New York, Susquehanna & Western; D. H. Worral, tax agent, P.R.R.; L. H. Brannagan, tax agent, Central of New Jersey; P. M. Parker, property agent, C. of N. J.; F. G. MacKenzie, tax accountant, Reading, and David I. Mackie (rear right), general counsel, Delaware, Lackawanna & Western. The tax money is enough to educate over 56,000 school children or pay the salaries of more than 5,000 teachers, contrasted with the $44,800,000 highway deficit paid out of general taxation to give the competing trucking industry a free ride at public expense

adverse at the moment than they will prove to be in the longer run."

That the railroads are already trying "several lines of attack" on this "difficult problem" was acknowledged by the commission, but it recalled how its previous annual report had viewed the situation as one "involving the whole gamut of railroad operations and as requiring the wholehearted cooperation of employees." The continuing improvements in the measures of railroad operating efficiency were recognized as "evidences of special efforts to lower costs," but the commission coupled the recognition with advice that "the ground to be covered is large and the need is very great." It went on to list "certain high-cost or high-loss areas" which "particularly call for attention."

First on the list was terminal operations—"especially" where they involve a "large element of labor cost"—which "have cast a widespread burden on freight charges in whole areas." Next was passenger-train services, where the problem "lies not only in passenger service itself, but also in allied services." Abandonments of unprofitable train services or the substitution of motor services "are steps in the right direction," the commission continued. "Where the public does not require rail passenger service, or as much rail service as is being rendered, the need for stopping the loss is self-evident," it added.

Efficiency Comprehends Good Service

It went on to say, however, that "efficiency in any branch of service comprehends quality of service as well as the proper utilization of manpower, materials, and facilities." It noted that shippers "are more critical of rail service in a buyer's market than otherwise would be the case," and that l.c.l. service "continues to be the subject of criticism." Later on in the report, the commission said it had received "hundreds of complaints from all parts of the country protesting the curtailment of services" since the 40-hr. week for non-operating employees became effective September 1, 1949. Reference was also made to the falling off in orders for new freight cars—a situation, the report added, which "causes concern to persons who have in mind not only future peacetime uses of railroad service, but also defense needs."

At the same time, the commission was not unmindful of the fact that the furnishing of better service "often involves the provision of improved facilities or the incurrence of other costs." And it asserted that this circumstance makes the problem "largely" one for railroad management to decide "on the basis of best judgment of what the outcome is likely to be in terms of net revenue"—but "the cooperation of shippers, the public, and regulatory agencies is needed."

Another "line of attack," the report continued, "is a selective adjustment of rates to meet the difficulties of producers or distributors in given areas or to lessen diversions to other media of transportation." Noting that such action would bring protests from the competing agencies, the commission went on to say: "The prevailing buyer's market contributes to the severity of these issues, as does the basic condition of an over-supply of means of transportation in terms of peacetime requirements."

The report's brief comment on the express business noted how the Railway Express Agency's gross has continued to decline, despite rate increases, while the parcel-post revenues of the Post Office Department have continued to rise. The comment on intercity truckers included references to the fact that their business during the year under review was "substantially more than they did in the peak war year"; and to truck services being offered "between the Atlantic and Pacific coasts in several instances in the joint operations of not more than two or three carriers and in one instance of a single carrier."

Trucks Holding Advantages

"The strategic advantage of the trucks in relation to the railroads, noted in our last report, continues generally to be held," the commission added. The full increases in rail rates have not been matched for the

most part by increases in motor rates. In various fields, private and exempt transportation has held motor rates in check. Some such rates continue to be above the rail level. There recently has been an emphasis on downward adjustments of rail rates on certain classes of traffic. This development is a cause of much concern to the affected motor carriers."

As to water carriers, the commission reported that steps were taken during the year to add services in the Atlantic and Gulf coastwise trades, where common-carrier operations remain "far below their prewar level." Conditions in the Pacific coastwise and the intercoastal trades remain "difficult." While Great Lakes package service, "of the kind known before the war, has not been able to recover," the "more specialized" Lake carriers which report to the commission "have experienced substantial increases in business." Conditions on the Mississippi and related inland waterways were described as having been "favorable," a condition attributed to the growth of bulk traffic and the installation by the carriers of "more efficient" equipment.

"The successive increases in railroad rates," the report said at this point, "have benefited water carriers in each of the several fields. In view of the higher costs that prevail, some water rates have been raised in accordance with the rail increases. In other cases, as on the inland waterways and as to particular commodities in other areas, the differentials between rail and water rates have been widened somewhat. In conjunction with the prevailing buyer's market, this situation has proved beneficial to water carriers."

For Better Labor Relations

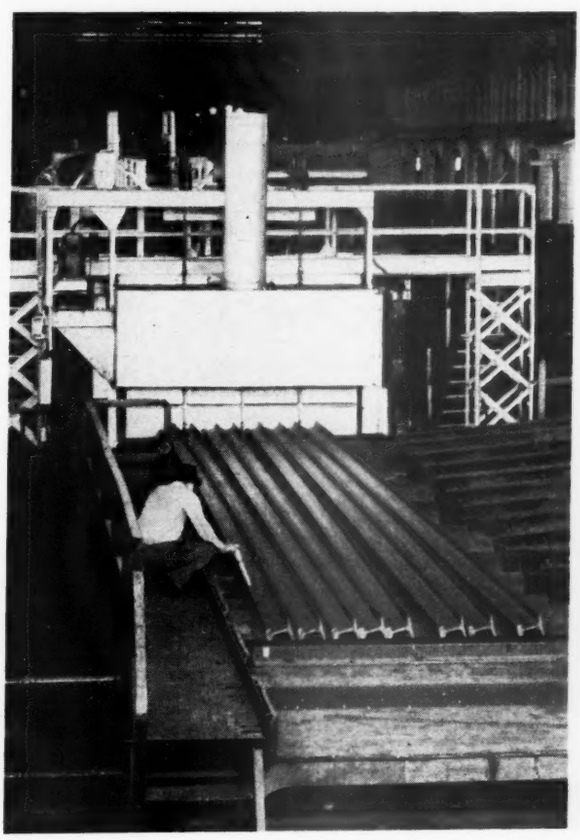
Other comment in the commission's highlight review of the year included a characterization of the period as "a difficult one in the field of labor-management relations in various branches of the transportation industry." The report went on to refer to the strike on a "major railroad" (presumably the Missouri Pacific), and "other labor-management difficulties in the rail field." It found in such developments "further indications" of the need for what the commission recommended in its 1946 report, i.e., "a careful new appraisal of the possibility of avoiding strikes in transportation without unduly trespassing on the rights of contending groups." As further quoted in the present report, that 1946 recommendation went on to say that the problem "is not one which can be solved entirely by additional legislation; a large share of responsibility necessarily rests on carrier management and the leaders of organized labor."

The usual review of the traffic and earnings of transportation agencies showed that carriers under commission jurisdiction reported, for the 12 months ended June 30, 1949, gross revenues of $14,279,846,000, of which the railroads accounted for $9,755,930,000. Revenues of private car lines and freight forwarders are not included in the total, but the report said that private car lines had revenues of $155,461,649 for the same 12 months, while the gross of the freight forwarders was $59,188,808.

Traffic figures covering all carriers were given for the calendar years 1948 and 1947, in which connection the report reproduced data previously published in the October, 1949, issue of the "Monthly Comment" issued by the commission's Bureau of Transport Economics and Statistics (See *Railway Age* of October 15, 1949, page 58). The data showed that, in 1948, the railroads produced 647,092 million ton-miles or 64.2 per cent of the total (1,007,968 million ton-miles) produced by all carriers of freight. The railroads' proportion of the 1947 ton-miles was 66.89 per cent. Their proportion of the total passenger-miles was down from 13.3 per cent in 1947 to 11.61 per cent in 1948. Meanwhile, the private automobile's proportion was up from 77.64 per cent to 79.69 per cent.

"Pronounced" Drop in Working Capital

The commission's analysis of railroad earnings did not include any tabulation of the kind which considers employees and investors as jointly producing an income to be shared by them. Such a tabulation appeared regularly in previous annual reports for the past several years. In commenting on the working-capital situation of Class I roads, the commission said the reduction since the close of the war had been "pronounced." The net working capital as of July 31, 1946, was $1,914 million. Excluding materials and supplies, it was $1,294 million. The report pointed out that the corresponding figures as of the same date in 1949 were $1,315 million and $480



Rails about to enter the Brunorizing furnace for heat treatment. Rail end hardening, either at the mill, or by the railroads after rails are in track, has been on the increase for a number of years

million, which represent reductions of 31.3 per cent and 62.91 per cent, respectively.

To gage the results of railroad efforts to follow its previous report's advice to increase efficiency and reduce costs, the commission compared the operating averages of 1948 and 1949 with those of 1929, the peak traffic year up to that time, and of 1944 when traffic reached its all-time peak. The comparison of 1948 with 1929 showed that "excepting a small increase in the number of empty cars per freight train," the 1948 results were "consistently more favorable."

"As compared with the 1944 peak year," the report continued, "net ton-miles per mile of road per day and car-miles per freight car-day naturally declined as a result of the large decreases in traffic. . . . Nevertheless, most of the remaining averages were more favorable in 1948 than in 1944. . . . Although figures for only 7 months of 1949 are available, the results indicate that for the full year certain operating averages may exceed those of 1944 despite the lowered volume of traffic. The decline in traffic volume in 1948 and also in the first 7 months of 1949 under 1948 as compared with 1944 has, however, resulted in an appreciable increase in the unserviceability figures for freight and passenger locomotives and freight and passenger cars."

The Current Transport Problem

In its discussion of the transportation inquiries, the pendency of which prompted the commission to refrain from making formal legislative recommendations, the report included brief general comment on the country's current transport problem. It said:

"In the four years since the close of armed hostilities, it has become increasingly clear that the peacetime economy of the country will require most of the transportation facilities which were believed 10 years ago to have been provided too far ahead of the traffic. There is still complaint that there are not enough new railroad cars, and that they are still needed in greater numbers and for greater variety of uses. While the railroads have less traffic than during the peak years of the war, as was to be expected, that traffic has been in the main greater than many would have forecast, and there has been a substantial increase in the tonnage carried on the inland waterways and on the highways.

"The problems today are not how to rehabilitate transportation facilities shown up by the war as inadequate and obsolete, as was the case in 1919, but how best to serve with economy and improving efficiency transportation facilities taxed to their capacity during the war and somewhat more than adequate for the requirements of peacetime domestic economy."

Of its administration of the Bulwinkle-Reed Act (now section 5a of the I.C. Act), the commission said that last year's decision wherein it approved that rate-procedures agreement of western railroads "se's forth fully our views regarding section 5a in relation to the national transportation policy and the joint-action procedures of carriers in dealing with rates and related matters" (see *Railway Age* of October 8, 1949, page 68). The report added that this decision "should result in expediting the disposition of other applications." It also revealed that the commission was giving consideration to the prescription of systems of accounts and records to be kept by carrier organizations maintained under approved agreements; and that it expected "to inaugurate, as contemplated by the act, a plan of visitation and inspection of these carrier organizations after they have been established."

In its discussion of the Ex Parte 168 freight-rate case, the commission calculated that the increase there granted brought to $3,086 million, or 57 per cent, the cumulated annual increase authorized since June 30, 1946, the traffic factor involved in the calculation being the 1949 level of business. At the same time it noted that the average straight-time compensation per hour of railroad employees in May, 1949, was 88.6 per cent above that of 1939, without allowance for the cost of the 40-hr. week for non-operating employees.

Expects Uniform Classification Soon

As to the uniform freight classification, which its outstanding order in the No. 28310 proceeding requires the railroads to establish for application throughout the country, the commission has received indications that the railroad proposal "will be submitted to us in the next few months." With reference to the long-pending mail-pay case, the report predicted that the classification and analysis of the "very large amount of detailed information" involved "will require many months of work and considerable expense to the government and the railroads." Only one paragraph was devoted to the so-called reparations cases wherein the government is undertaking to recover from the railroads alleged overcharges which it claims were assessed on various shipments it made during World War II. The commission merely noted that hearings had been begun on 5 of the 17 complaints involved.

The aforementioned description of the commission's present organization and functions, which amounted to a presentation in support of retaining the existing set-up, occupied more than 10 pages of the report. It was followed by a special statement of the need for more liberal appropriations for the Bureau of Valuation if valuation data are to be kept current. Despite the repeal of the act's former recapture provisions, the commission said, "accurate information as to the value of railroad property continues to be indispensable to the proper performance of a number of our most important regulatory functions." It went on to advise Congress that the valuation work is now "falling lamentably behind," and to warn that, unless it is enabled to increase the bureau's staff, "the results of long years of work and of large expenditures of money will necessarily, and before very long, become of little current value."

The remainder of the report included the usual separate reviews of the year's work of the commission's various bureaus. There it was revealed that an investigation of "free transportation incidental to publicity programs" was one of six special inquiries made by the Bureau of Accounts and Cost Finding. The others were listed as studies "involving the complete reorganization of one Class I railroad and the legal expenses incurred by another, the financial and management policies of a small company, the segregation of income tax accruals as between carrier and non-carrier earnings." The report contained no further information about these investigations.

Locomotive Accidents Show Decline

Inspection Bureau reports 105 less accidents, five fewer deaths and 101 fewer injuries in 1949 than in 1948—Boiler explosions reduced by eight

A decrease of one-third, in round numbers, in the number of accidents, in the number of persons killed, and in the number of persons injured as a result of the failure of some part of the steam locomotive or tender, is the record for the fiscal year ended June 30, 1949, as compared with the previous year, which is set forth by Director Edward H. Davidson, in the thirty-eighth annual report of the Bureau of Locomotive Inspection to the Interstate Commerce Commission. There were 113 fewer steam-locomotive accidents, a reduction of five in the number of persons killed and 118 fewer persons injured than during the previous year. This improvement is measured against a reduction of 8½ per cent in the number of steam locomotives for which reports were filed and a reduction of nine per cent in the number inspected.

The number of accidents caused by the failure of some part or appurtenance of locomotives other than steam increased from 41 to 49, or 19 per cent, and the number of persons injured in these accidents increased from 50 to 67, or 34 per cent, while the number of locomotives reported increased 29 per cent and the number inspected, about 45 per cent.

In a table in the report (not shown here) the accidents resulting from the failures of steam-locomotive parts are classified according to the parts which failed. Exclusive of a miscellaneous group of 74 unclassified accidents, the failures of 37 different parts were the causes of 154 accidents. The six classifications for each of which 10 or more accidents are recorded, and which in the aggregate were responsible for 71 accidents, were footboards (10), grate shakers (11), handholds (13), injectors and connections but not including injector steam pipes (12), squirt hose (14), and throttle rigging (11). The number of accidents charged to each of the other parts in the list ranged from one to six. Failures which were the cause of death and the number of persons killed were blow-off cocks (one), boiler explosions (seven), handholds (one), and steam piping and blowers (one). The report calls attention to the information in this table and suggests that if advantage is taken of it and proper inspections and repairs are made in accordance with the requirements of the law and the rules many accidents will be avoided.

No fatalities are reported from failures of parts of locomotives other than steam. Of the 49 accidents caused by failures of these locomotives, the two largest classifications are fires due to overflowing or leakage of fuel, crankcase explosions or back firing, which were the cause of eight accidents and nine injuries, and short circuits, which caused six accidents and six injuries.

The number of locomotives in service, the number inspected, and the number ordered out of service are shown in Table 1. The number of accidents and casualties are shown in Table 2. The casualties classified by occupation are shown in Table 3.

The text of the report is in part as follows:

During the year eight per cent of the steam locomo-

TABLE 1—THE NUMBER OF LOCOMOTIVES IN SERVICE, THE NUMBER INSPECTED AND THE CONDITIONS FOUND

Steam Locomotives

	Year ended June 30					
	1949	1948	1947	1946	1945	1944
Number of locomotives for which reports were filed	33,866	37,073	39,578	41,851	43,019	43,297
Number inspected	85,353	93,917	94,034	101,869	115,979	117,334
Number found defective	7,035	9,417	10,248	11,337	11,975	12,710
Percentage inspected found defective	8	10	11	11	10	11
Number ordered out of service	436	654	708	690	506	630
Number of defects found	28,642	38,855	41,250	56,541	53,367	56,617

Locomotives Other than Steam

	Year ended June 30					
	1949	1948	1947	1946	1945	1944
Number of locomotive units for which reports were filed	12,692	9,803	7,805	6,616	6,094	5,139
Number inspected	30,684	20,798	13,115	10,908	9,888	7,711
Number found defective	1,238	853	633	499	477	378
Percentage of inspected found defective	4.0	4.1	4.8	4.6	4.5	4.9
Number ordered out of service	20	21	19	17	16	9
Number of defects found	2,804	1,745	1,442	1,385	1,212	1,026

TABLE 2—ACCIDENTS CAUSED BY THE FAILURE OF LOCOMOTIVE PARTS AND APPURTENANCES

Steam Locomotives, Including Boiler, or Tender

	Year ended June 30					
	1949	1948	1947	1946	1945	1944
Number of accidents	228	341	360	419	410	403
Percent increase or decrease from previous year	33.1	5.3	14.1	[1]2.2	[1]1.7	[1]26.3
Number of persons killed	10	15	16	10	20	25
Percent increase or decrease from previous year	33.3	6.3	[1]60.0	50.0	20.0	7.4
Number of persons injured	243	361	464	439	429	466
Percent increase or decrease from previous year	32.7	22.2	[1]5.7	[1]2.3	7.9	[1]24.9

Steam Locomotive Boilers[2]

	Year ended June 30							
	1949	1948	1947	1946	1945	1944	1915	1912
Number of accidents	81	104	116	156	141	141	424	856
Number of persons killed	9	14	12	10	13	17	13	91
Number of persons injured	94	108	124	165	154	194	467	1,005

Locomotives Other than Steam

	Year ended June 30					
	1949	1948	1947	1946	1945	1944
Number of accidents	49	41	40	38	29	17
Number of persons killed	.....	.....	2	.....	1	.....
Number of persons injured	67	50	41	56	40	23

[1]Increase.
[2]The original act applied only to the boiler.

TABLE 3—NUMBER OF CASUALTIES CLASSIFIED BY OCCUPATION

Steam Locomotive Accidents

	Year ended June 30									
	1949		1948		1947		1946		1945	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Members of train crews:										
Enginemen	3	75	3	109	6	126	4	142	5	117
Firemen	3	92	6	155	6	159	4	184	9	183
Brakemen	1	30	3	43	1	37	.....	46	2	61
Conductors	.....	7	.....	5	.....	10	.....	7	1	11
Switchmen	.....	6	.....	10	....	9	....	10	1	10
Roundhouse and shop employees:										
Boilermakers	.....	2	....	4	.....	3	.....	1	1	10
Machinists	.....	4	1	2	1	.....	.....	6	.....	6
Foremen	.....	.....	.....	1	....	....	....	3	.....	6
Inspectors	.....	.....	....	.....	.....	1	.....	1	1	.....
Watchmen	1	.....	2	1	.....	2	2	4	.....	1
Boiler washers	.....	....	....	....	.....	.....	.....	1	.....	.....
Hostlers	1	8	....	8	.....	6	.....	10	.....	5
Other roundhouse and shop employees	1	4	....	5	....	8	....	3	.....	4
Other employees	.....	6	.....	12	2	21	.....	13	.....	5
Nonemployees	.....	9	.....	6	.....	82	.....	8	....	10
Total	10	243	15	361	16	464	10	439	20	429

Accidents on Locomotives Other than Steam

	Year ended June 30									
	1949		1948		1947		1946		1945	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Members of train crews:										
Enginemen	.....	12	.....	7	1	9	.....	8	....	4
Firemen	....	14	.....	24	....	21	.....	14	.....	14
Brakemen	.....	6	.....	1	.....	5	.....	3	.....	1
Conductors	.....	.....	....	2	.....	1	.....	2	.....	1
Switchmen	.....	4	.....	2	....	1	....	2	....	2
Maintenance employees	.....	8	.....	.....	1	2	.....	4	1	3
Other employees	.....	13	.....	2	.....	2	.....	5	.....	8
Nonemployees	.....	10	.....	12	....	....	....	18	.....	7
Total	67	.....	50	2	41	.....	56	1	40	

tives inspected by our inspectors were found with defects or errors in inspection that should have been corrected before the locomotives were put into use; this is a reduction of two per cent from the results obtained in the preceding year. Four hundred and thirty-six locomotives were ordered withheld from service by our inspectors because of the presence of defects that rendered the locomotives immediately unsafe; this is a decrease of 218 locomotives compared with the preceding year.

Boiler Accidents

Five boiler explosions occurred in the fiscal year; all were caused by overheating of the crown sheets due to low water.

Seven employees were killed in these accidents and 14 were injured. There was a reduction of eight in the number of boiler explosions, a decrease of five in the number of employees killed, and a reduction of one in the number of employees injured compared with the preceding year.

One of the explosions occurred on a locomotive in passenger-train service, three on locomotives in freight-train service, and the remaining one on a locomotive in charge of an engine watchman. Absence of a safe water level was known to employees on one of the locomotives prior to the explosion. This boiler was equipped with fusible plugs which had functioned but it could not be determined whether any action had been taken to dump the fire, because all members of the engine crew were killed in or died as a result of the accident. The other four boilers were not equipped with either fusible plugs or low-water alarms. Detailed accounts of the explosions which occurred on the locomotive in passenger-train service and the three locomotives in freight-train service are contained in individually published accident reports.

Seventy-six boiler and appurtenance accidents other than explosions resulted in the death of two employees and injuries to 80 employees. This is a decrease of 15 accidents and a decrease of 13 injuries compared with the preceding year.

Time Extension for Flue Removals

Two hundred and ninety-nine applications were filed for extension of time for removal of flues. Our investigations disclosed that in 29 of these cases the condition of the locomotives or other circumstances were such that extensions could not properly be granted. Seven were in such condition that the full extensions requested could not be authorized, but extensions for shorter periods of time were allowed. Eight extensions were granted after defects disclosed by our investigations were required to be repaired. Seven applications were canceled for various reasons. Two hundred and forty-eight applications were granted for the full period requested.

Other Locomotives

During the year four per cent of the locomotives propelled by power other than steam inspected by our inspectors were found with defects or errors in inspection that should have been corrected before the locomotives were put into use; this represents a decrease of 0.1 per cent compared with the results obtained in the preceding year.

Twenty locomotives were ordered withheld from service by our inspectors because of the presence of defects that rendered the locomotives immediately unsafe; this represents a decrease of one locomotive compared with the preceding year.

Under Rule 54 of the Rules and Instructions for Inspection and Testing of Steam Locomotives, 187 specification cards and 4,382 alteration reports were filed, checked, and analyzed. These reports are necessary in order to determine whether or not the boilers represented were so constructed or repaired as to render safe and proper service and whether the stresses were within the allowed limits. Corrective measures were taken with respect to numerous discrepancies found.

Under Rules 328 and 329 of the Rules and Instructions for Inspection and Testing of Locomotives Other Than Steam, 2,915 specifications and 409 alteration reports were filed for locomotive units, and 437 specifications and 270 alteration reports were filed for boilers mounted on locomotives other than steam. These were checked and analyzed and corrective measures taken with respect to discrepancies found.

One case of violation of the rules and instructions for inspection and testing of steam locomotives and tenders and their appurtenances, which was pending in the district court, was dismissed upon motion.

No formal appeal by any carrier was taken from the decision of any inspector during the year.

R. B. McColl Resigns Alco Posts; Fraser Now President and Chairman

Robert B. McColl resigned this week as president, a director and a member of the executive committee of the American Locomotive Company. His resignation, the board said, was accepted "with deep regret and great appreciation for Mr. McColl's more than forty years' service with the company." The offices of chairman of the board and president have been combined and D. W. Fraser was appointed to serve as president as well as chairman of the board.

Mr. McColl was born in Kilmarnock, Scotland, on January 1, 1882, and was educated at the Science and Art College of the Kilmarnock Academy. After serving a special apprenticeship in various departments on the Glasgow & Southwestern he joined Robert Stephenson and Sons, of Darlington, England, as a draftsman. Having concluded to try his luck in the New World, he came to Canada, where from 1915 until 1917 Mr. McColl was with the Montreal Locomotive Works, Montreal, Que. He served in several departments, becoming, successively, assistant superintendent, superintendent of works and works manager. In 1917 he returned to England as manager of the munitions department of the Eddystone Munition Company. When World War I ended he became general manager of the Armstrong Whitworth Company in England. In January, 1922, Mr. McColl joined American Locomotive in New York and in June of the same year he was appointed assistant manager of Alco's Schenectady, N. Y., plant. Early in 1925 he was made manager of the plant and in 1931 he was named president and a director of the McIntosh & Seymour Corp., a division of American Locomotive at Auburn, N. Y. In 1936 he was placed in charge of Alco's oil refinery equipment business. Four years later he was named vice-president in charge of manufacturing. Mr. McColl became executive vice-president in September, 1945, and president three months later.

D. W. Fraser

R. B. McColl

Mr. Fraser, who succeeds Mr. McColl as president, also preceded him in that office. His previous tenure as president extended from March 1, 1940, to December 27, 1945. He was born in Pictou county, Nova Scotia, on June 2, 1875, and entered the locomotive business as an apprentice with the Rhode Island Locomotive Works, Providence, R. I. In 1904 he was transferred to Montreal Locomotive, of which he subsequently became managing director. Elected vice-president in charge of manufacturing for American Locomotive in 1920, and a director in 1924, he retained the former position until his election to the presidency.

The New York Central's harbor yards at Ashtabula, Ohio. Loaded cars are on their way to the docks to transfer their cargo to steamers

DIESEL-ELECTRICS Performing More Than One-Third of Freight Operations

Handled 33.8 per cent of total gross ton-miles during 1949's first 10 months, I.C.C. bureau shows—"Monthly Comment" also reports on changes in railroad capital structure, and on sales of motor trucks and use of private highway vehicles in manufacturing industries

Diesel-electric locomotives handled 33.8 per cent of the freight-service gross ton-miles produced by Class I "steam" railways during the first 10 months of 1949, according to figures presented by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics in the latest issue of its "Monthly Comment." Among other articles in the issue was one which compared the railroads' capital structure of 1948 with that of 1920, and another which reviewed data on sales of motor trucks and on private motor vehicles used by manufacturing industries.

The figures on the distribution by kinds of locomotives of the freight-service gross ton-miles showed that the Diesel-electric's proportion of 33.8 per cent for last year's first 10 months compared with 9.6 per cent for the first 10 months of 1946. During the same three-year period, the proportion handled by coal-burning steam locomotives fell from 69.9 per cent to 49.8 per cent, while the oil-burning steam locomotive's share dropped from 18.4 per cent to 14.3 per cent. Most of the oil-burning steam locomotives are in the Western district, and the proportion of that district's gross ton-miles which they handled in the first 10 months of last year was 30.4 per cent, compared with 41.4 per cent in the like 1946 period.

Dieselization by Territories

By territories, the Diesel-electric's respective 1949 and 1946 proportions were as follows: Eastern district, 29.5 per cent and 5.4 per cent; Pocahontas region, 0.6 per cent and 0.1 per cent; Southern region, 39 per cent and 11.3 per cent; Western district, 40.2 per cent and 13.9 per cent. The bureau calculated that these increases in the Diesel-electric's share of the work "almost exactly" counterbalanced the declines shown for the steam locomotives, both coal and oil burners. Although there were some "insignificant" territorial changes in the electric locomotive's share, the proportion of the country's total freight service handled by such locomotives was the same in both years—2.1 per cent.

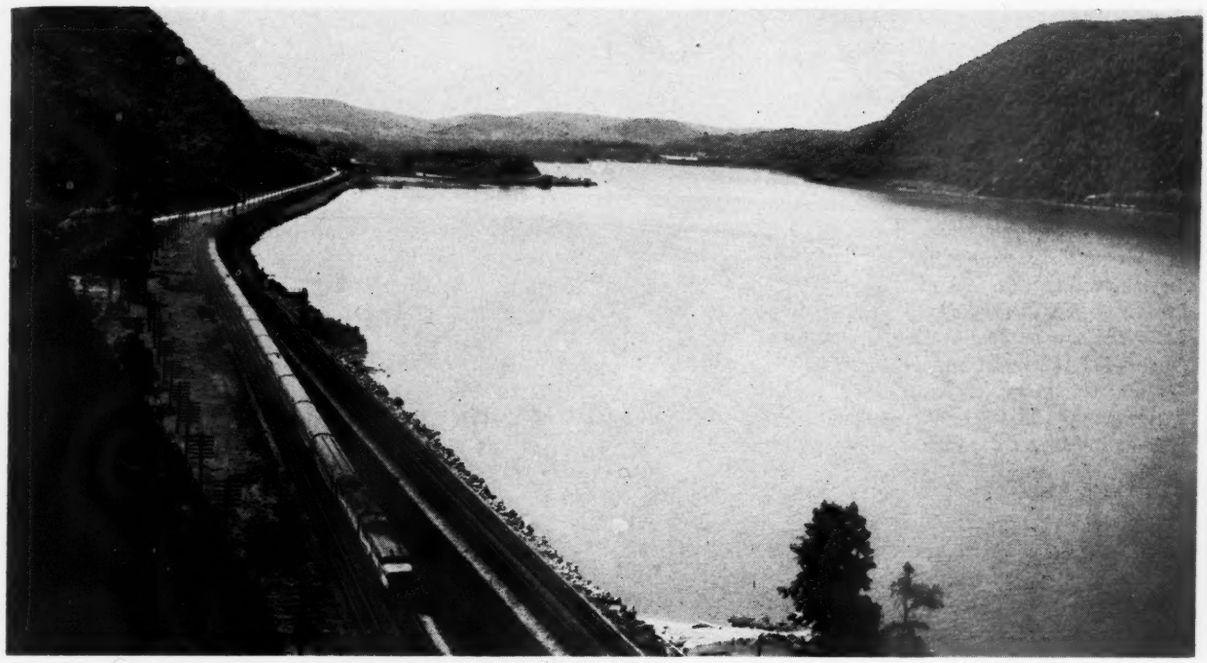
Similar data for 37 large roads (those with 1948 operating revenues above $50 million) are shown in the accompanying table, reproduced from the "Comment." The bureau's discussion of the figures included this observation: "Although the Pennsylvania reported only 23.5 per cent of its freight traffic handled by Diesels in the first 10 months of 1949, this represents about 20 billion gross ton-miles. Only two other roads listed, the Union Pacific (20.5 billion) and the Atchison, Topeka & Santa Fe (27.8 billion), handled more gross ton-miles with Diesels during this period."

Changes in Capitalization

In selecting the capital structure of 1920 for comparison with that of 1948, the bureau noted that 1920 was the year in which the commission was given jurisdiction over the issuance of railroad securities. The figures showed that as of December 31, 1920, the total capital actually outstanding, which amounted to $20,229 million in debt and stock, was 101.9 per cent of the $19,849 million shown for investment in road and equipment (less depreciation). The $18,788 million of capital actually outstanding as of the end of 1948 was equivalent to only 67.3 per cent of the $27,925 million shown for investment in road and equipment as of that date. Thus the investment increased 40.7 per cent while the capital decreased 7.1 per cent.

The latter was the net result of a decline of 16.2 per cent in funded debt and an increase of 4.5 per cent in stock outstanding. "Particularly noteworthy," the bureau said, "is the fact that the decrease in the ratio of debt to investment is roughly twice the decrease in the ratio of stock to investment. The percentage relation of funded debt (including equipment securities and matured debt) to investment fell from 57.4 in 1920 to 34.2 in 1948 whereas that of capital stock to investment declined from 44.5 to 33.1 per cent. Financial reorganizations and voluntary debt reduction on the part of many carriers have had a marked effect on the capital structure of the railways since 1940."

The bureau also calculated that the percentage relationship of total capitalization to net investment would become 107.8 for 1920 and 86.8 for 1948, if the investment figures for both years were reduced by the amount of accrued depreciation reported for each of them. The corresponding percentages for funded debt would be 60.7 and 44.1 and for capital stock 47.1 and 42.7. The reported depreciation involved in the calculation was



The New York Central's "Empire State Express" is Diesel-electric powered

$1,081 million for 1920 and $6,280 million for 1948, in which connection the bureau called attention to the fact that mandatory depreciation for fixed property did not become effective until January 1, 1943.

Industry's Use of Private Trucks

The data on sales of motor vehicles were figures issued by the Statistical Department of the Automobile Manufacturers Association. They compared the domestic sales by gross vehicle weights for the first 10 months of 1949 with the corresponding 1948 months. Sales in the 10 months of 1949 totaled 870,734 vehicles, a drop of 11.4 per cent below the comparable 1948 total of 982,922 vehicles.

Meanwhile, however, the 1949 sales of vehicles in the classes of 5,000-lb.-gross-weight-and-under, and 5,001-to-10,000-lb., were up 10.5 per cent and 17.3 per cent, respectively. All of the other five heavier classes showed declines, ranging from 25.4 to 56.4 per cent.

"Somewhat interestingly," as the bureau put it, "the smallest decline, 25.4 per cent, was registered by the heaviest weight class, 26,000-lb.-and-over." It went on to note that for October, 1949, the sales of trucks in

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Percentage distribution of freight service gross ton-miles* by kind of principal locomotives in train[1]—Large steam railways—First 10 months of 1949 and 1946

District or region	Kind of Locomotive: Coal burning steam		Oil burning steam		Diesel electric		Electric	
	1949	1946	1949	1946	1949	1946	1949	1946
Eastern district:								
Baltimore & Ohio	80.0	94.1	...	...	20.0	5.9	...	...
Boston & Maine	8.3	31.2	...	...	91.7	68.8	...	...
Delaware & Hudson	96.7	99.9	...	...	3.3	.1	...	...
Del. Lack. & Western	37.7	75.0	...	...	62.3	25.0	...	...
Erie	40.7	88.2	...	...	59.3	11.8	...	...
Grand Trunk Western	41.1	99.7	...	...	58.9	.3	...	...
Lehigh Valley	25.3	99.8	...	...	74.7	.2	...	...
New York Central[2]	80.5	98.1	.1	...	19.0	1.4	.5	.5
New York, Chi. & St. L.	99.6	100.0	...	...	.4	...	...	...
N. Y., N. H. & Hart.	2.3	46.2	...	...	78.5	35.0	19.2	18.8
Pennsylvania	60.1	85.1	...	...	23.5	.1	16.4	14.8
Reading	59.6	78.7	...	...	40.4	21.3	...	...
Wabash	84.9	100.0	...	...	15.1	...	...	...
Pocahontas region:								
Chesapeake & Ohio	99.0	100.0	...	...	1.0	...	...	...
Norfolk & Western	97.9	97.7	...	...	...	...	2.1	2.3
Southern region:								
Atlantic Coast Line	53.1	75.8	...	...	46.9	24.2	...	...
Gulf, Mobile & Ohio	.8	81.4	...	...	99.2	18.6	...	...
Illinois Central	100.0	100.0	...	...	...	...	...	...
Louisville & Nashville	99.4	100.0	...	...	.6	...	...	...
Seaboard Air Line	31.9	62.4	2.7	1.1	65.4	36.5	...	...
Southern	34.4	87.8	...	...	65.6	12.2	...	...
Western district:								
A. T. & S. F. and Affl. Cos.	3.6	10.9	53.7	53.8	42.7	35.3	...	...
Chic. & No. Western	61.3	87.3	7.3	7.7	31.4	5.0	...	...
Chi., Burl. & Quincy	35.5	64.9	2.2	6.3	62.3	28.8	...	...
Chi., Milw., St. P. & Pacific	61.3	69.5	2.5	3.5	27.6	18.6	8.6	8.4
Chi., Rock Is. & Pac.	22.0	31.2	34.2	47.3	43.7	21.3	...	...
Denver & R. G. West.	37.1	67.7	...	...	62.9	32.3	...	...
Great Northern	21.3	22.6	39.1	46.0	38.5	30.0	1.1	1.3
Missouri-Kans.-Texas Lines	...	...	39.8	99.8	60.2	.2	...	...
Missouri Pacific[3]	45.9	75.0	11.2	14.1	42.9	10.9	...	...
Northern Pacific	73.0	86.5	5.3	2.4	21.7	11.1	...	...
St. L.-San Fran.	20.4	64.7	14.1	35.3	65.5	...	...	...
St. Louis S. W. Lines	...	...	62.8	63.5	37.2	36.5	...	...
Southern Pacific Co.	3.4	4.8	68.2	95.2	28.4	...	...	...
Texas & New Orleans	...	...	83.4	100.0	16.6	...	...	...
Texas & Pacific	...	...	78.3	100.0	21.7	...	...	...
Union Pacific	55.3	74.7	10.0	25.2	34.6	.1	...	...

*Gross ton-miles of cars, contents and cabooses.

[1]Does not include a small amount of traffic handled by "other locomotives."

[2]Includes Boston and Albany.

[3]The 1949 figures are based on 8 months operations.

this top class were only 5.7 per cent below those of October, 1949, as compared with a decline of 62.2 per cent in the 19,501-to-26,000-lb. class. The bureau's general interpretation of the showings of the monthly figures was that they indicated that "the greatest relative improvement in sales has been shown for the smallest and largest sizes of trucks."

The data on private motor vehicles in manufacturing industries were taken from the 1947 Census of Manufactures which was made by the Bureau of the Census. They showed that, in 1947, the 20 industries covered had a total of 310,516 trucks, 25,172 truck tractors, and 31,287 trailers or semi-trailers. More than half of the trucks (177,162 or 57 per cent) were owned by industries manufacturing food and kindred products, the next largest group (28,772 or 9.3 per cent of the total) having been in industries manufacturing lumber and lumber products.

A table giving the distribution of the trucks by weight "emphasizes sharply the predominance of very light vehicles," as the bureau pointed out. On the basis of the manufacturers' rated capacity, more than three-quarters of all trucks reported were 1¼ tons or less, only 6.2 per cent were 3½ tons and over, and only 1.5 per cent were 7 tons and over. The most numerous type of vehicle involved was the "panel or light delivery" truck, which accounted for 36.5 per cent of the total. Next came the "stake or platform" truck, accounting for 27.7 per cent.

The food and lumber industries were also the largest users of truck tractors and trailers. There was no breakdown of these vehicles by weight classes, but the bureau said that for all power units combined, both trucks and truck tractors, the available data indicated that only 4.9 per cent were of 5-ton rated capacity or more. It also said that the number of trucks reported in the 1947 Census of Manufactures was about 4.8 per cent of all trucks registered in the same year.

Another article in the "Comment" presented the monthly figures on railroad employment for the years 1949 and 1948. These data showed that the percentages by which 1949 employment was below that of 1948 ranged from 3.4 per cent in April to 18.9 per cent in October.

DEMANDS OF UNIONS RUINING RAILROADS

Unless relief comes in the form of national and state legislation, and a more reasonable attitude from the unions, the railroad, as we know it, will go the way of the heath hen and the old fashioned surrey. The only possible alternatives will be governmental ownership and operation such as is being currently tried in the United Kingdom, or sufficient private patronage at luxury rates. That latter's too unlikely to merit serious consideration.

The railways' main troubles are two. The first is an unbelievable and, at this point, seemingly unnecessary mass of regulatory legislation, both federal and state. . . .

The railroads no longer enjoy a monopoly. In fact they're in the bitterest of competition with trucks, buses, air lines, water transportation, to some extent, and the family automobile, to a very great extent. Yet none of this legislation has ever been removed. Instead, it's been steadily piled on. The railroads early learned what the rest of the nation was to discover when the era of bureaucracies began—that regulation seems only to breed regulation.

If interested in this line of study, begin with the evidently well-meant Transportation Act of 1920. That was the congressional effort to find some answer to the fiasco of attempted governmental operation of the railroads during World War I. Begin with that, and come down to date, not forgetting local legislation in the various states. King Tut, duly wrapped for his original entombment, was never so completely strapped in tape as the American railroads are today.

Shackling regulations limiting their every move is the first problem of the railroads. The other is the complete and unshakable grip the greatest hierarchy of labor barons has upon the other end of the business—the laboring end. The public reads all about John L. Lewis, Walter Reuther, Phillip Murray and some more. They're always on the front pages or close to them.

The railway labor leaders are keener, and smarter. Perhaps they're less personally ambitious in the political sense. They stay out of contention except upon very rare occasions. From the straight union standpoint, they're the best of the lot. They have come to great power through the aegis of government, and especially through the regime of the late President Roosevelt who, three times, in three threatened strikes, gave them more than his own fact-finding boards recommended. Although quiet rather than bombastic, they are so powerful politically that no politician, of any prominence, has, or at least, shows, the courage to defy them.

"Guarantee Money" Costly

In terms of the local scene: Passenger conductors and trainmen, available for work the entire month, have to be guaranteed 30 days work. If they've available and not used, they receive what is known as "the guarantee" for each day. On a certain Boston division, they can't be used on Saturday and Sunday because its commuter traffic is governed mostly by the 40-hour week in the city. Thus some of these crews receive from $140 to $150 per month, in addition to their earned pay, for doing absolutely nothing. In one recent month, this amount of "guarantee money," ran to $5,752.53.

The station agent in a certain New England town normally received $67.20 a week. The only traffic involved at this terminal point is one freight train three days per week. On two occasions during the week ending August 27, the freight arrived after the agent had gone off duty. On these occasions, because the agent wasn't there, the conductor had to copy the train order calling for the return movement. This took approximately three minutes. The station agent promptly entered claims for $4.20 "penalties" for each of the two occasions.

The station at Franklin, Mass., was closed Saturday and Sunday due to the 40-hour week. The mail contract-carrier at Franklin, hauling the mail between the post office and the station, began throwing the mail on the trains (6 on Saturday and 4 on Sunday), and taking whatever the railway

clerks pushed off. This involved only a few packages and bags and the total labor involved consisted of lifting the bags from the platform into the baggage car and vice versa.

Penalty claims were filed against the railroad in behalf of the agent-operator and the clerk-operator, maintaining this is properly their work, and that they are entitled to full day's pay at time and a half for each Saturday and Sunday, or $35.66 per day, for the pair, for approximately 10 minutes of labor by two men. The 10 minutes, of course, is strung out over quite a few hours, but since the station is closed, the gentlemen would be on their own between trains.

The union scales are fairly complicated to an outsider, pay is by the hour, the hours are not always the same, but the pay pretty well averages up to between $110 and $125 a week. "The week," however may consist of only three days. The crews of the "Merchants Limited," for instance, work two days one week and three the next, yet they're paid for 15 days while doing it. That's "the guarantee."

It's the rest of it, however, that eats the railroads to death. The unionization goes tightly all down the line.

You've often felt sorry, undoubtedly, for the poor, generally elderly, and sometimes crippled crossing-tender who comes out of his little shack when a train is due, to lower the gates, or hold up his "Stop" sign. I know I have. Well, you can dry your tears. Here's an example of where legislation and the union have combined to do a job. Such watchmen are required by state law. Then the union moved in and organized them.

Can't Run Own Business

A lot of these crossing tenders get better than $5,000 a year, which is more than is paid many college professors and most clergymen. On one little branch line in the immediate vicinity, there are seven of these men who work 13½ hours for five days, and 12¼ the sixth. No Sunday work is involved. Two receive $117.02 per week, the other five $112.74.

This type of organization even goes into the office help. It seems incredible, but the minimum weekly starting wage of a "messenger," a job that could be filled by any kid out of high school and which really means "office boy"—is $46.48 for five eight-hour days. The daily rate is $9.296, the hourly rate $1.162. The going rate for his job in any industry is possibly $25.

A girl out of high school, starting as a clerk, without experience, must be paid a minimum of $45.64 for six months, $48.64 for the second six, and then she is rated as an experienced clerk at the minimum wage of $54.64 cents for five 8-hour days.

And so it goes. The railroad's argument on this score is that it can't run its own business. By "running its own business," they profess to mean that they'd be willing to pay the going rate for help, or maybe more, but part of the problem of the Old Colony, for instance, boils down to having to pay some employees approximately $485 per month, for 4½ hours of actual work, 21 days per month, consisting of one run in the morning and another in late afternoon, in a district where $250 per month is considered a fair salary.

There can be arguments, of course, and there undoubtedly will be. One fact, however, is certain. It can't go on. Asked for constructive suggestions, if any, the railroad executives say if their shackles were knocked off and they were free to compromise with local conditions, they know they could restore their industry to health and get their rates down for the public. They do not, however, expect to see this done—not in the present age, anyhow—and one gathers that beyond that, unless the public is willing to keep financing the increases, or is prepared to settle for governmental ownership and operation, after the fashion of Britain, or possibly the local Metropolitan Transit Authority, they simply don't know.

—Reprinted, by permission, from a column by Bill Cunningham in The Boston Herald

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"Arrogant" Truckers Flout Weight Limits

Hal Foust, highway editor of the Chicago Tribune, has reported a conspiracy in the motor trucking industry to evade arrests for overloading trucks.

Illinois statutes provide limits both on the overall weight of trucks of different classifications, with their cargoes, and on the weight that can be put on a single axle. The limits are generous—much too generous—but every legislative session sees a highway busters' lobby at work at Springfield, seeking to edge them higher. Even the legal weights do not satisfy many greedy truckers. They pile overloads on their trucks which are a principal cause, if not the principal cause of broken-down highways.

The state highway police are making a sincere effort to catch these overloaded trucks and punish their drivers or owners. Police have the power to stop trucks on the highway, weigh them, force the drivers to unload illegal cargo, and arrest them for violating the weight limits. The problem is to catch the violators.

If the police rent a scale in some town and start weighing trucks, the trucks drive around that town. If the police go out on the highways with portable scales, word quickly is spread of their activities and violators take to other roads. Mr. Foust found evidence that there is a general conspiracy to defeat truck weighing, in which truckers spread warnings of police activities and are aided by the attendants at filling stations and lunchrooms that they patronize.

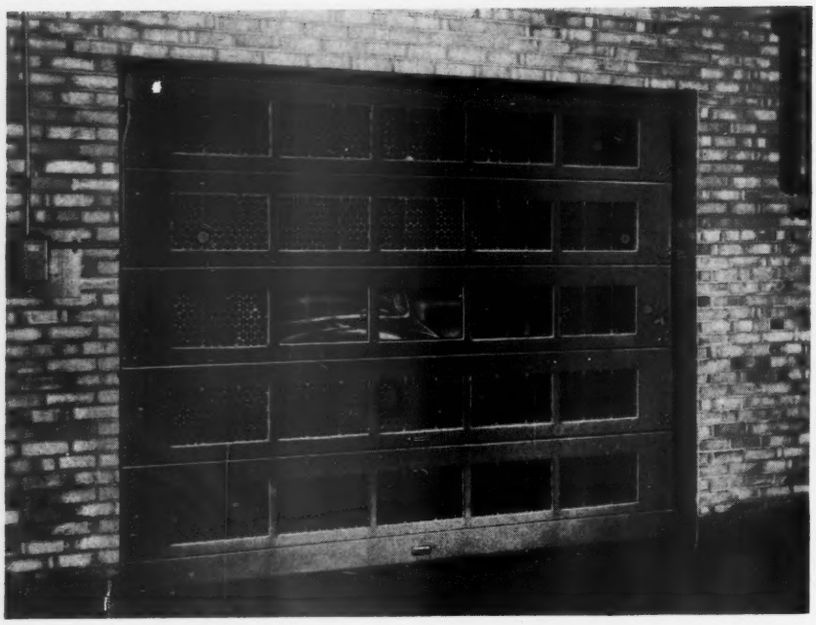
These highway merchants are engaged in a conspiracy to violate the law, for which they can be punished. The truckers violate the law because it is profitable. Many justices of the peace fine them, if they are caught, a cent a pound for overweights. The fine for an extra ton of cargo, including the justice's fee, is $24. Revenue on a single extra ton of high-grade freight from Chicago to St. Louis would more than pay such a fine, and a violator will usually make several trips without being caught.

The way to stop the overloading, as the police well recognize, is to make it unprofitable. The power to force dumping of overloads should be used against every violator. After a truck company has paid its customers for a few lost or damaged shipments, it will be more likely to see the light.

It is questionable, however, whether mere fines, particularly in areas where the truckers have a political fix, are sufficient to end the practice. The legislature might well provide for the suspension or revocation of licenses of violators. At present they are as arrogant and lawless as the prohibition beer runners. Until they are forced to obey the law, there is little point in planning modern highway systems in this state. The road busters will wreck them faster than they can be built.

—From the Chicago Tribune

New and Improved Products of the Manufacturers



Kinnear Door with Air-Filter Panels

The Kinnear Manufacturing Company, Columbus, Ohio, has added to its line of sectional, all-metal Rol-Top doors a new type designed especially for closure of paint-spray rooms and other work areas where the air is subject to contamination by spray or dust particles. The panels of the door, except for those equipped with glass for visibility, are fitted with rows of standard, furnace-type, spun-glass filters which, while the door is closed, permit fresh air to flow into the room and also clean any escaping air.

The use of an exhaust fan is reported to be effective in maintaining a constant circulation of fresh air in a work room closed with a Kinnear filter door, and also in keeping air-borne particles within the room from collecting on the door filters. Arrangements can be made to start exhaust fans automatically as the door is closed and to stop them as the door is opened.

If the original filters of the new door are cleaned occasionally with a high-pressure air hose, they can be used indefinitely, it is reported, without loss of efficiency. However, when replacement is necessary, the filters can be easily removed. The air-filter door, like other Kinnear Rol-Top doors, is equipped with a torsion-spring counterbalance and ball-bearing rollers moving on steel tracks, and can be easily raised to a horizontal overhead position. It is available in any size for either manual or motor operation.

New Electric Burden Carrier

A new one-ton capacity, battery-powered burden carrier has been announced by the Baker Industrial Truck Division of the Baker-Raulang Company, 1250 W. 80th st., Cleveland 2, Ohio. This new unit, called the "Hustler," has an overall length of 104¾ in., while the length of the platform is 56 in. The platform is of checkered pattern deck plate, 18¼ in. above floor level. The battery box is located at one side of the platform so that long loads may be carried on the opposite side. A formed padded seat is mounted on the cover of the recessed battery box.

The Hustler is equipped with Baker master reversing controller interlocked with line contactor, affording three speeds forward and three in reverse. The power circuit is made and broken by the contactor, while "dead man" control and safety interlock are obtained through the foot switch. The truck can be started only with the foot switch closed and the controller in first speed. Power is cut off when the driver shifts his foot to apply the brake. Brakes are on the drive wheels and are of the internal expanding double-shoe mechanical type.

The electric drive motor, powered by a 36-volt battery of 192 to 281 ampere-hour capacity, is said to have an overload capacity of 300 per cent of rated load for thirty minutes with a temperature rise not exceeding 65 deg. C. Power is chain delivered from the motor to the drive wheels through a differential on the jack shaft.

GENERAL NEWS

Fiscal 1949 Reviewed By Bureau of Safety

Reports on inspection of equipment and other activities

The annual report of Director S. N. Mills of the Interstate Commerce Commission's Bureau of Safety for the fiscal year ended June 30, 1949, has been submitted to the commission and sets forth in the usual form the results of inspection of safety-appliance equipment on railroads, together with information on hours of service of railroad employees, installation and inspection of signal systems, interlocking and automatic train-stop and train-control devices, investigation of accidents, prosecutions for violations of railroad safety laws and other activities of the bureau.

During the year under review, 1,072,219 freight cars, 27,481 passenger-train cars and 12,044 locomotives were inspected, as compared with 1,072,504 freight cars, 23,870 passenger-train cars and 11.748 locomotives in fiscal 1948. Of the 1949 total, 3.21 per cent of the freight cars, 3.28 per cent of the passenger-train cars and 4.12 per cent of the locomotives were found to be defective, as compared to the respective 1948 figures of 3.69 per cent, 4.13 per cent and 4.66 per cent.

Air brakes tested on 2,687 trains (consisting of 119,369 cars) prepared for departure from terminals were found operative on 119,193 cars, or 99.9 per cent. This percentage was attained, however, after 2,102 cars having defective brakes had been set out and repairs had been made to brakes on 1,580 cars remaining in the trains. Similar tests on 1,427 trains arriving at terminals with 77,307 cars showed that air brakes were operative on 97.7 per cent of the cars and that an average of approximately 1.2 cars per train were not controlled by power brakes.

Hours-of-Service

According to the report, 728 reporting railroads and private car lines, which collectively own 2,199,216 freight cars, have equipped 1,845,518 such cars with power brakes which comply with specifications set out in the commission's September 21, 1945, order, as amended August 27, 1948, and October 10, 1949. (See *Railway Age* of October 22, 1949, page 59). As of June 30, 1949, 85.9 per cent of railroad-owned cars, but only 69.8 per cent of cars owned by private car lines, were equipped. In the matter of geared hand brakes, the report noted that the Association of American Railroads has issued certificates of approval for 25 types — 14 vertical wheel types, 8 horizontal wheel types, and 3 lever types.

During the fiscal year 1949, 192 of the 667 railroads filing hours-of-service reports reported 19,143 instances of all classes of excess service, a decrease of 9,279 as compared with the previous year. The 1949 figure included 3,403 instances of excess service by train-service employees subject to the 16-hour provision of the law, and 15,740 instances of excess service by operators and other employees subject to the 9-hour and 13-hour provisions of the law.

Landslides, high water, fire and adverse weather conditions, wrecking and relief service and collisions and derailments were the principal reasons for 2,959 instances (as compared to 5,107 in 1948 and 4,325 in 1947) which caused train-service employees to remain on duty longer than 16 consecutive hours. Sickness, death and personal injury accounted for 12,782 of the 15,740 instances of excess service by operators and dispatchers. The latter figure compares to 22,739 instances for fiscal 1948.

During the year, 177 cases of violation of safety-appliance laws, comprising 673 counts; 8 cases of violation of the hours-of-service law, comprising 25 counts; and 2 cases of violation of section 25 of th Interstate Commerce Act (the signal-inspection law), comprising 2 counts, were transmitted to United States attorneys for prosecution.

Signals and Radio

As of January 1, 1949, there were 106,065.6 miles of road (138,993.8 miles of track) equipped with block-signal systems, including automatic block signals on 74,888.6 miles of road (106,530.4 miles of track). On the same date, there were 4,511 interlockings in operation and 10,743.9 miles of road (20,891.6 miles of track) equipped with automatic train-stop, train-control and cab signal devices.

According to reports submitted by the carriers, there were 38 train communication systems in service on lines of 22 different railroads on January 1, 1949, midway of the fiscal year. Included in these systems were four installations providing radio telephone service for passengers through telephone company mobile radio facilities. "There were 84 installations providing communication between fixed stations and switching engines in yards and terminals on 41 railroads," the report said.

Of the 46 collisions investigated by the Bureau of Safety, 26 occurred on lines operated by the block system, 16 on lines operated by the timetable and train-order system, and 4 in locations where yard and miscellaneous operating rules were in effect. The collisions resulted in the death of 61 persons and injury to 649. The bureau also investigated 23 derailments which resulted in the death of 19 persons and injury to 561. In 8 accident reports, the bureau recommended in 7 cases "installation of an adequate block system," and in the other case "that carrier provide adequate protection for opposing movements on yard tracks."

During the calendar year 1948 there were 3,964 accidents at highway grade crossings, which resulted in the death of 1,612 persons and the injury of 4,255. There were 50 derailments of trains as a result of collisions with automobiles, resulting in the death of 21 persons and injury to 95. Of the total casualties from derailments and other train accidents at highway grade crossings, 5 persons killed and 79 injured were railroad passengers, employees, and persons carried under contract.

Locomotive In Wild 18-Mi. Run With Crewmen, but No Controls

A Diesel locomotive, which became uncoupled from its train and had its power and brakes rendered inoperative as a result of a collision with a truck at a grade crossing, ran out of control for 18-mi., including the down-town portion of Milwaukee, Wis., on January 16, with its engineman and fireman powerless to halt it. The forward unit of a two-unit passenger Diesel powering the "Olympian Hiawatha" of the Chicago, Milwaukee, St. Paul & Pacific broke away from the train near Duplainville, Wis., some 17 mi. out of Milwaukee.

Preliminary inspection indicated that brake cylinders on both sides of the lead locomotive unit were damaged, putting the air brakes out of operation. Fouling of brake levers prevented operation of the hand brakes.

In raking the side of the locomotive, the truck wreckage knocked off a pipe connection to the main reservoir, putting all air-operated devices, including engine controls, pneumatic horns and bell ringers, out of commission, this prevented reversing the traction motors or getting any use out of the dynamic brakes. The battery box covers were knocked off and one of the rear sill steps and uncoupling levers were struck, apparently raising the pin lifter and uncoupling the locomotive from the train.

Accelerated by a 264-ft. downhill grade,

the run-away engine proceeded unchecked around curves, through depot yards, over bridges and past many grade crossings, and was stopped by an uphill grade 1 mi. south of Milwaukee after passing through that city's union station. Officers and operating personnel of the road, who were alerted immediately upon the engine's break from its train, managed to keep the rails clear and prevent any further collision or damage.

Deny Railroads' Plea to Void Rail-Barge Differentials Order

A three-judge federal court at Chicago has denied a petition by the railroads wherein relief was sought from the Interstate Commerce Commission order requiring railroads and water carriers on the inland waterways to establish through routes with joint railwater rates reflecting differentials under all-rail rates.

As noted in the *Railway Age* of October 1, 1949, page 57, the railroads contend that the order compels them to give up to their competitors certain traffic which would normally move via all-rail routes in the absence of such lower or so-called differential joint rail-barge rates as prescribed by the I.C.C. The investigation proceeding was entitled Rail and Barge Joint Rates, Docket No. 26712.

In the opinion of the three judges, the commission did not misinterpret the provisions of the Interstate Commerce Act as charged by the plaintiffs. The court concluded that the commission's findings "are clearly sufficient to sustain its order and such findings are supported by substantial evidence and have a national basis upon which to rest."

Rules-Change Demands Served by B. of L. E.

The Brotherhood of Locomotive Engineers has served upon the railroads notices of its desire to change working agreements in ways which would result in wage increases for its members who are employed in road and yard services. The notices were dated January 6 and thus require the beginning of conferences on the demands within 30 days of that date, or by February 6.

With respect to yard service, the demand is for a 20 per cent increase in basic wage rates, arbitraries, and other payments, along with a reduction in the work-week from six to five days. On that basis, the present weekly pay would be maintained. This demand also calls for time-and-one-half pay for holiday work and for work in excess of five days in any week.

For road-service engineers, the union is asking for minimum guarantees of 3,200 mi. a month in freight service and 4,000 mi. a month in passenger service; and for allowances, "based on 25 cents per hour," for expenses incurred by engineers during periods when they are held away from their home terminals. As some representatives of management read the notice, it was not clear whether the 25 cents would be added to the basic hourly rates for the runs involved, or paid for each hour actually spent at an away-from-home terminal.

Canadian Roads Oppose Check-Off, 40-Hr. Week

The compulsory check-off system by which union dues are deducted from employees' pay checks, whether or not the employee belongs to the union, "is an invasion of the liberty of the individual and would tend to give the union enjoying it monopolistic and undemocratic powers," Canadian railways told a board of conciliation at Montreal, Que., on January 12, in a statement read by R. C. Johnston, assistant vice-president, personnel, of the Canadian National.

The board is hearing claims of the Canadian Brotherhood of Railway Employees and Other Transport Workers and Brotherhood of Express Employees for a 40-hr. week with no reduction in take-home pay, a further general wage increase of 10 cents an hour and institution of the check-off. These demands, together with those of the International Railway Labor Organizations for a 40-hr. week and a seven-cent per hour increase, would add $84,147,000 to the annual $512-million wage bill of the Canadian National and the Canadian Pacific, an "enormous" amount which could not be met without freight-rate increases, the railway statement said.

Involved in demands of both groups are 116,500 non-operating employees. An additional 29,688 operating employees are not included in the deliberations, nor in the estimated annual wage increase which would result if demands of the non-operating groups are met.

The check-off demands of the Brotherhood unions, the railways said, represent a principle that is "monopolistic and undemocratic, and strikes at the fundamentals of the rights of the employers and the employees themselves. . . . It involves the railways applying to their employees coercion in regard to union activity contrary to the declared policy of the country."

Otherwise, the railway statement noted that demands of both organizations are similar and added that: ". . . as a practical matter the settlement of either one of these requests must profoundly affect the disposition of the other . . ."

Previously, before another board, the railroads had opposed the International Organizations' claim on the grounds that the proposed wage and hour changes "would inevitably have effects far beyond the railway industry and extending to every part of the national economy" and that "the interest of Canada as a whole demands that the request of the employees be denied." The railway statement declared that Canadian railroading conditions could not be compared with those prevailing in the United States; that wages and working conditions in the railway industry compare favorably with those in other Canadian industries; that railway wages have kept pace with the cost-of-living index; that the railways' competitive position would be seriously affected, and that the interests of Canada would be best served at present by a stable wage and price level. It is clear, the statement added, that "a considerable body of opinion in the country is not prepared to acquiesce to a succession of [rate] adjustments such as has been necessitated by the wage increases secured by United States railway employees."

RR's Service to Auto Industry Stressed by Skog of G. T. W.

With many automobile assembly plants located 2,500 mi. or more from the seat of production, the railroads have a vital role in keeping the production lines moving in the $12-billion-a-year automobile industry, C. A. Skog, vice-president and general manager of the Grand Trunk Western, told railway supply men at a luncheon in Chicago on January 6. He pointed out that, because both the parent automobile factories and assembly plants carry a low inventory and thus operate on a "hand to mouth" basis, a failure in transit becomes a serious problem.

"The fact that a few years ago it required anywhere from 12 to 15 days to transport a car from Flint, Mich., Pontiac or Detroit to the Pacific Coast, and that this has now been reduced to a six-day service, is a good illustration of improvements that have been made in the transportation industry over a period of a few short years," Mr. Skog said. He also spoke of the different types of specialized equipment required for shipment of automobiles and parts, such as cars with three-tiered racks and a movable crane for engine shipment; skid cars; container cars; Evans equipped cars, and similar equipment.

Greenville Rebuilding Cars for North Western Refrigerator

The Greenville Steel Car Company will rebuild 125 refrigerator cars for the North Western Refrigerator Line Company at Greenville, Pa. Operations are scheduled to begin about April 1. The contract calls for repairs to five cars a day and completion of the job is set for June 1. About 300 men will be employed for the program.

I.C.C. Reverses Self On N.Y. Harbor Allowances

Reversing its own decision of October 11, 1948, which would have increased such allowances, the Interstate Commerce Commission has now found that present payments for car floatage and lighterage performed by railroads serving New York "have not been shown to be unjust, unreasonable, inequitable, unduly prejudicial," or otherwise unlawful. The proceeding, No. 29162, involved

a Central of New Jersey complaint, which was dismissed by the order accompanying the present report.

That report, dated December 29, 1949, and made public January 17, revealed that the commission's decision was by a 6-to-4 vote, the majority including Commissioner Johnson who was listed as having concurred "in the result." Commissioner Mahaffie filed a dissenting opinion to which Commissioners Lee, Alldredge and Cross subscribed.

Although the Jersey Central was the lone complainant, the higher allowances prescribed in the prior report (see *Railway Age* of October 30, 1948, page 93) would have applied also to other roads performing floatage or lighterage in New York harbor. These other roads joined their own and the C.N.J.'s connections in opposing increased allowances; but the commission's original order would nevertheless have forced them to take the higher payments because of the "practical necessity for uniformity."

The commission postponed the effective date of that order from time to time, and finally reopened the case for the reargument from which the present report resulted. The reversal of the earlier decision is based generally on the commission's conclusion that it could not order the increase on the basis of the Jersey Central's need alone, and without consideration of the impact on other carriers participating in the joint rates involved.

It could be ordered, as the report put it, "only upon a showing which is sufficiently comprehensive to enable us to determine that the resulting divisions, not only of the Jersey Central, but of the other harbor lines, as well as of the line-haul carriers, will be just, reasonable, and equitable." The record, the report added, "is inadequate for that purpose."

Earlier the commission had referred to evidence which made it "clear that the great bulk of the New York rates, the divisions of which are here in issue, do not include the full cost of the lighterage and floatage services . . ." It conceded that this did not preclude the Jersey Central from making harbor costs the "primary issue," but insisted that it did "preclude us from prescribing allowances . . . based primarily upon the cost of the harbor service alone, and without careful consideration of the cost of the line-haul and other services performed under such rates."

A question was also raised as to the efficiency with which the harbor services are performed. In that connection the commission cited its May, 1941, report in *State of New Jersey v. Baltimore & O.R. Co.*, 245 I.C.C. 581, which suggested that economies could be effected through a consolidation of lighterage operations. "So far as this record reveals," the present report said, "no substantial change has been made in the lighterage service since that finding was made. Plainly, it would be inequitable to expect the non-harbor lines, who are not in any way responsible for the harbor service, to bear any part of the cost of furnishing such service which may be entailed by inefficient operation."

Commissioner Mahaffie's dissent was a point-by-point challenge of the majority's findings and the conclusions on which they were based. His general reaction was that the majority had relied on "fragmentary observations and what I consider legalistic criticisms" as a basis for denying to the Jersey Central "the broader substantative treatment which the issues, treated in a practical manner, demand."

HIGHWAY HAZARD — The aftermath of a crossing crash between a truck carrying 28,000 gal. of gasoline and the Santa Fe's "Super Chief" near Covina, Cal. Two trainmen were injured and the truck driver was killed, but there were no casualties among the train's passengers

Begin Mediation on Trainmen's And Conductors' Demands

The National Mediation Board, on January 16, began talks at Chicago with the Carriers' Conference Committees, the Brotherhood of Railroad Trainmen and the Order of Railway Conductors, in an attempt to settle the dispute arising from the unions' demands for a 40-hr. week for yard service employees and a number of rules changes. As noted in the *Railway Age* of December 17, 1949, page 72, negotiations between the disputants were broken off on December 14 and a strike ballot circulated on December 15. It is understood that January 24 is the date set for return of the ballot.

Lehigh Valley to Be 95% Dieselized

The Lehigh Valley will be 95 per cent Dieselized, based on revenue ton-miles, when deliveries of 11 Diesel-electric road and switching locomotives are completed during the first quarter of 1950, according to C. L. Patterson, vice-president and general manager. The new motive power will cost over $2,300,000. Two 4-unit 6,000-hp. locomotives for main-line freight service between Jersey City, N. J., and the Niagara frontier and on Hazelton branch ore trains and one 1,200-hp. switching unit will be delivered by the Electro-Motive Division of General Motors Corporation. Five 1,000-hp. switching locomotives will be delivered by the Baldwin Locomotive Works and three 1,500-hp. switching locomotives by the American Locomotive Company.

I.C.C. Rejects R.F.C. Claim for Reparations

The Interstate Commerce Commission has dismissed a complaint wherein the Reconstruction Finance Corporation sought reparations totaling approximately $148,279 on the basis of allegations that railroad rates it paid on shipments of tin ore and concentrates from New York and other eastern points to Texas City, Tex., were "unjust and unreasonable." They were not, the commission found.

This was the case, No. 29945, in which Examiner Howard Hosmer's proposed report not only recommended that the assailed rates be found just and reasonable as measured by standards in the Interstate Commerce Act (as the commission has now done), but also included discussion which pointed out how railroad payments of income and excess-profits taxes returned to the federal government a substantial part of the money it paid in freight charges during World War II (see *Railway Age* of May 14, 1949, page 61).

The commission's report included no such discussion. Its only reference to the matter was a statement to the effect that the dismissal of the complaint "makes it unnecessary to consider defendants' contention that an award of reparation to complainant should be subject to a deduction representing federal income and excess profits taxes directly attributable to the revenue from complainant's shipments." The Hosmer comment had

aroused considerable interest because excess profits taxes have also been discussed in connection with the so-called reparations cases—the 17 pending complaints whereby the federal government is seeking recovery of amounts, the total of which has been estimated at more than $2 billion.

The shipments involved in the R.F.C. complaint moved during the period from January 22, 1943 to December 10, 1946, from New York, Glen Cove (Long Island), N. Y., Philadelphia, Pa., Baltimore, Md., and Norfolk, Va., to a Texas City tin smelter owned by the Metals Reserve Company, which was a subsidiary of R.F.C. Most of the shipments moved from New York, on a commodity rate which was $1.09 per 100 lb. until July 1, 1946, when it became $1.16. Rates from some of the other origin points were different by a few cents.

The $1.09 rate was made up of a basic rate of $1.03 plus the Ex Parte 148 increase of 6 per cent. The latter was not removed when the Ex Parte increases generally were suspended in May, 1943, by order of the commission, the carriers there relying on that provision of the suspension order which exempted rates that had been reduced "below reasonable levels as a real concession to the government."

The R.F.C.'s claims were based on a contention that the rate from New York should have been 90 cents subject to an Ex Parte 148 increase of 5 cents "in the periods when the latter was in effect." This figure, the commission explained, "approximates what complainant regards as the rate applicable to a shipment of tin from Texas City to New York, if such there had ever been, namely, 89.3 cents." Such a rate would have been composed of the aggregate of intermediate rates to and from Cincinnati, Ohio. In leading up to its conclusion that the complaint should be dismissed, the commission indicated its view that the assailed rates were not out of line with rates on similar commodities which it had found reasonable.

A dissenting-in-part expression came from Commissioner Alldredge. He accepted the majority's conclusion that the "basic" rates involved were not unreasonable; but he disagreed with the failure to find that the R.F.C. should have got the benefit of the suspension of the Ex Parte 148 increases. The report noted that Commissioner Johnson did not participate in the disposition of the case.

C. & O. to Cut Off Diners To Conserve Coal

Because it takes an estimated 18.8 lb. of coal per mile to haul a dining or tavern car — and sometimes requires a helper locomotive on Allegheny Mountain grades — the Chesapeake & Ohio is taking such cars off its remaining Chesapeake district coal-hauled trains as a coal conservation measure. Sandwich service in both coaches and Pullmans, by regular dining car waiters, will be substituted. Diners on Diesel-powered trains on the C. & O.'s Pere Marquette district will be continued in service.

Temporary elimination of dining and tavern car service is in addition to cuts in coal-burning passenger locomotive mileage which the C. & O., in common with many other railroads, has already made in compliance with an Interstate Commerce Commission order. (See *Railway Age* of January 14, page 43).

Supply Groups Announce Agreement on Exhibitions

The National Railway Appliances Association, the Track Supply Association, and the Bridge & Building Supply Men's Association have entered into a formal agreement, to remain in effect until September 30, 1956, in which it is stipulated that, during the period of the agreement, exhibitions of manufacturers' products sponsored by these associations during conventions of railway engineering and maintenance officers will be spaced 18 months apart instead of being held twice annually as has been the general practice in recent years.

It has been the policy of the N.R.A.A. to sponsor an exhibition in March of each year during the annual convention of the American Railway Engineering Association. Similarly, the T.S.A. and the B.&B.S.M.A. have sponsored an exhibition each year in September during the simultaneous conventions of the Roadmasters' & Maintenance of Way Association and the American Railway Bridge & Building Association. Since many railway supply companies are members of all three associations the practice of holding exhibits in both March and September each year has meant that these companies have been subjected to the expense of two exhibits a year. The new agreement is an expression of the desire of the members of the three manufacturers' associations "to restrict the number of their exhibitions and to coordinate the exhibiting activities of their respective associations toward the end that more effectiveness and greater economy can be achieved in holding their respective exhibitions. . . ."

The agreement specifies that the associations "will combine their efforts and jointly cooperate in giving exhibitions only every 18 months, "commencing in September, 1950, and followed in March, 1952, September, 1953, March, 1955, and September 1956. . . ." The exhibitions in September, 1950, 1953, and 1956 are to be under the auspices of the T.S.A. and the B.&B.S.M.A., but will be "joined in by the National Railway Appliances Association." The exhibitions in March, 1952, and 1955 are to be under the auspices of the N.R.A.A., but are to be "joined in by the Track Supply Association and the Bridge & Building Supply Men's Association." In order to participate, a supply company or individual must be a member of the association sponsoring the supply exhibit in any particular year. A stipulation of the agreement is that neither the signatory parties nor any of their members will hold exhibitions or displays during the conventions in 1951 and 1954. It is further specified that the location of the exhibitions shall, if possible, be the Coliseum at Chicago.

Each of the three associations "will

SOUTHERN BRIDGE AT GOVERNMENT DAM—Nearing completion is this new double-track bridge on the Southern's main line near Burnside, Ky., between Cincinnati, Ohio, and Chattanooga, Tenn. It will replace a structure which will be under water when the Wolf Creek Dam project on the Cumberland river is completed by the federal government

retain its own identity and exclusively be responsible for such social functions which have been a matter of practice throughout their histories in connection with the convention activities of the railway associations their activities served." Specifying that the agreement will remain in effect until September 30, 1956, the agreement states that at that time the "three contracting associations agree to have their respective boards of directors re-examine the results of these coordinated endeavors with the view of establishing a permanent practice with respect to the railroad supply industry's exhibition responsibilities."

The agreement was signed by the presidents of the three associations—H. M. McFarlane of the N.R.A.A., Kenneth Cavins of the T.S.A., and G. R. Betts of the B.&B.S.M.A.—and was attested by the secretaries of the associations—R. B. Fisher, Lewis Thomas, and E. C. Gunther, respectively.

Canadian Rate Hearings To Be Reopened

The Board of Transport Commissioners for Canada will resume hearings in the Union station building at Ottawa, Ont., on February 2 on the application of Canadian railways for authority to make a general 20 per cent increase in freight rates. The board's decision to reopen the hearings was a result of a December 22 ruling by the Supreme Court of Canada that the board had acted improperly in granting the railroads, last September, an interim rate increase of eight per cent, while postponing final action on the 20 per cent application.

Rail Service Criticized by Atlantic Shippers Board

At the January 12 meeting of the Atlantic States Shippers Advisory Board, held at Philadelphia, Pa., railroad l.c.l. service in the past few months was characterized as "some of the worst ever," while the committee on carload transportation expressed itself as believing it high time that some improvement was made in the quality of carload movement.

P. M. Shoemaker, vice-president of the Delaware, Lackawanna & Western, reporting as head of the railroad contact committee, agreed that railroad service was "not all it should be," and gave the fluctuating traffic volume as one of the reasons. Frequent work stoppages, especially the "on-again-off-again" policy of the United Mine Workers, made it hard for operating officers to estimate demands for motive power and crews, Mr. Shoemaker said. As for l.c.l. service, he remarked that the 40-hr. week, both in industry generally and on the railroads, was working against improvement, despite the fact that most transfer stations are open on either a six-day or seven-day basis. Refusal of some consignees to accept deliveries on certain days, especially on Mondays, was giving a false impression of railroad "inefficiency," he continued.

Mr. Shoemaker suggested that all members of the board study the Sawyer report (see *Railway Age* of December 17, 1949, page 51). He also asked shipper cooperation in placing complete commodity descriptions on all bills of lading, and keeping cars upgraded so that they would be fit for Class A freight.

Claim Picture Brighter

F. G. Love, manager, property protection and freight claim departments, New York Central, and co-chairman of the board's loss and damage prevention committee, stated that the freight claim picture in 1949 was somewhat brighter than in 1948. In the first 10 months, Mr. Love said, claim payments were $97,800,000 in 1949 compared to about $112 million in 1948, a decrease of 14.4 per cent. Of the sum paid out, he continued, almost $11 million was taken from suspense. Another favorable sign, Mr. Love concluded, was the decline of approximately 25 per cent in number of claims filed during the year.

A. H. Gass, chairman, Car Service Division, Association of American Railroads, stated that there had been no acute car shortage during the latter part of 1949.

Mr. Gass said he agreed with the statement of Henry T. English, president of the American Trucking Associations, that 1950 would be a showdown year in public policy toward transportation (see *Railway Age* of January 7, page 264). The year, he said, should decide whether this country is to have a transportation system based on free enterprise, or whether transportation will be subsidized increasingly by the government.

Conserve Oil Resources

Luncheon speaker at the meeting was Richard P. Brown, vice-president of the Minneapolis-Honeywell Regulator Company, whose subject was conservation of America's petroleum resources. The supply manufacturer was introduced by R. W. Brown, president of the Reading, who had a few remarks of his own on conservation. Why, the Reading president asked, not talk a little about conserving the railroads? Shippers, he said, were complaining about high railroad freight rates, and some of them were taking their business away from the railroads. The railroads, the Reading president continued, would find it necessary to keep their rates "high" as long as their losses on passenger traffic continued. Regulation, he said, is forcing the railroads to maintain passenger service on which they lose money. He gave as an example a Reading train which brings in yearly revenues of about $50,000 but which costs in excess of $150,000 to operate.

Richard Brown asked what was the future for the rapidly Dieselizing railroads — which will soon be consuming 10 per cent of all oil used in the U. S. — in

"THE IMPORTANCE OF BEING EARNEST"

Because of the significance which the St. Lawrence proposal has lately assumed in the gigantic chess game being played in this country over the issue of socialism, every advocate of the free enterprise system should be alerted to the dangers inherent in the scheme. Consummation of the plan would not convert Buffalo into either a whistle-stop or a metropolis. But it would push the eastern railroads toward bankruptcy; a dilemma that would lead to their acquisition by the federal government.

The current drive in Congress for authorization of this billion-dollar-plus project presents one of the most serious threats to the solvency of eastern railroads that has arisen since 1874, during the 75 years of the activities of your club — in fact, since the railroads were constructed. The assertion is predicated on the assumption that the traffic claims for the canal advanced by the proponents are valid. On the basis of government estimates of traffic over the proposed waterway, the revenue losses to the railroads would range from one hundred million to one-quarter of a billion dollars a year, depending on the depth of the channel, 27, 30 or 35 ft. That would spell a loss to railroad labor of from fifty to one hundred and twenty-five million dollars a year. In New York state alone, in 1948, there were 132,785 railroad employees, with a total payroll of $414,800,000. Railroad purchases in New York state alone amounted to well over one hundred million dollars, and railroad tax payments were thirty-five million dollars. It should be remembered that the internal revenue contribution of this state is over 18 per cent. Thus, the development of the project, to the decided detriment of the economy of this commonwealth, would make New York the number one sucker state of the union. Nearly all of New York state, as acknowledged by the Army engineers, falls within the non-benefited areas of the nation which would assume by far the major burden of the cost. The havoc the scheme would wreak on the port of New York alone is enough to damn it. The foregoing figures are cited to indicate, from a dollars and cents standpoint, that millions of taxpayers, outside railroad ranks, have a common interest with you in beating down this snaky thing every time it rears its head. In other words, these figures highlight the importance of being earnest about the St. Lawrence affair.

—From an address to the Central Railway Club, Buffalo, N. Y., by Carroll B. Huntress, chairman, National St. Lawrence Project Conference.

the face of a declining domestic supply of petroleum. Their position would be precarious, he continued, especially in a national emergency, when they would be competing with the armed forces and other users for available supplies. While he recognized that authorities do not agree on the extent of our petroleum reserves, all are sure, he said, that there will be a growing peace-time excess of consumption over domestic supply. Mr. Brown urged that the country adopt a wise policy of "producing a reasonable amount of our oil needs from coal, . . ." to "conserve a portion of our known supply . . . and develop the 'know-how' to build quickly, additional coal conversion plants as needed."

In closing, Mr. Brown said what is needed is an investigation of our petroleum reserves, "of our ability to meet our needs under all conditions, or how far short we may fall in meeting these needs, and a re-examination of low grade uses of petroleum and natural gas. Before a future war occurs we must have explicit answers to several significant questions: (1) Are we now in a position to meet the full emergency requirements of our armed services for gasoline, kerosene and oils without depriving the civilian economy of its minimum requirements; and (2) If not, what will be the position of the householder? What will happen to essential transportation?"

Henry H. Pratt, of New York, general traffic manager of the Crucible Steel Company of America, was reelected president of the board, and Mr. Shoemaker was selected to continue as chairman of the contact committee.

Mitchell Heads A.U.'s Transport Advisers

Interstate Commerce Commissioner Richard F. Mitchell will head the 1950 Advisory Committee on Transportation Studies of the American University, Washington, D. C., Professor L. M. Homberger, director of the studies, has announced. Other members of the committee include Julius H. Parmelee, vice-president of the association of American Railroads; E. F. Lacey, executive secretary of the National Industrial Traffic League; and Stanley H. Smith, vice-president of Traffic Service Corporation, and editorial director of Traffic World. Representatives of the Armed Forces and of air and highway transportation are also on the committee.

Montreal Locomotive Builds All-Canadian Diesel-Electrics

On December 21, on the occasion of the delivery of the 75th Canadian-built Diesel-electric locomotive, the Montreal Locomotive Works, the Canadian General Electric Company, and the Dominion Engineering Works announced to a party of Canadian press and business-paper representatives the near completion of a program of plant expansion involving an expenditure to date of $15,000,000 by the three companies who are co-operating in the project. These plant expansions have provided a half-million square feet of floor space devoted to Diesel-electric locomotive construction and when completed, will be producing a full line of switching and road Diesels in Canada, including the engines, electrical equipment and other component parts. (See *Railway Age* of December 4, 1948, page 62.)

The announcement was made by Sir Frederick Carson, executive vice-president, Montreal Locomotive Works, in the presence of H. M. Turner, president, Canadian General Electric Company, and H. G. Welsford, vice-president and general manager, Dominion Engineering Works, and was followed by a tour of inspection of the new Diesel locomotive assembly shop of Montreal Locomotive.

Montreal Locomotive manufactures the chassis, trucks, cabs, and other component parts and assembles the locomotives. Its new shop is about 700 ft. long. Here the chassis are built, trucks assembled, and the locomotive put together. At present the production of Diesel locomotive parts is somewhat scattered through other buildings in the plant. Gradually these operations are being brought together so that all Diesel production ultimately will be concentrated in buildings immediately adjoining the new assembly shop. In the future steam locomotives will be built only for export. About 275,000 sq. ft. of floor space of its total of 700,000 sq. ft. are now devoted to Diesel locomotive production.

The generators, motors, and other electrical parts are made at the Peterborough, Ont., plant of Canadian G. E. Dominion Engineering for some time has been producing in-line, eight-cyl., 1,000-hp. Diesel engines for switching locomotives at its Lachine, Que., plant. It now has the V-type, 12-cyl., 1,500-hp. engine for road freight and road switching locomotives under construction. On completion next spring of a second plant expansion, it will also build V-type, 16-cyl., 2,000-hp. engines for passenger locomotives. Continuing effort is being made to find Canadian suppliers to build the few parts still imported from the United States.

With some few design changes, locomotives built in Canada are counterparts of Alco-G.E. locomotives built in the United States. The expanded plants of the three companies have the capacity of one locomotive every working day.

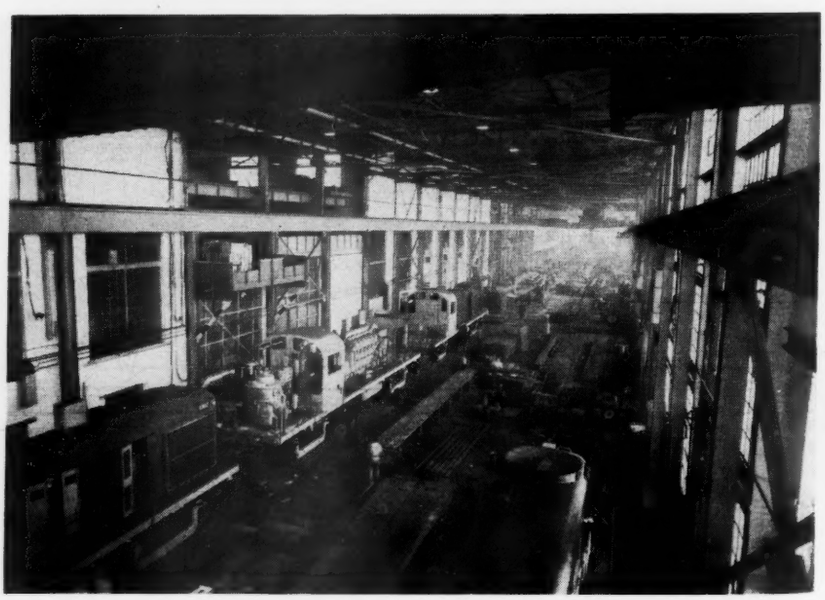
Williams Joins Senate Interstate Commerce Group

Senator Williams, Republican of Delaware, has been appointed a member of the Senate committee on interstate and foreign commerce. He succeeds the late Senator Reed of Kansas.

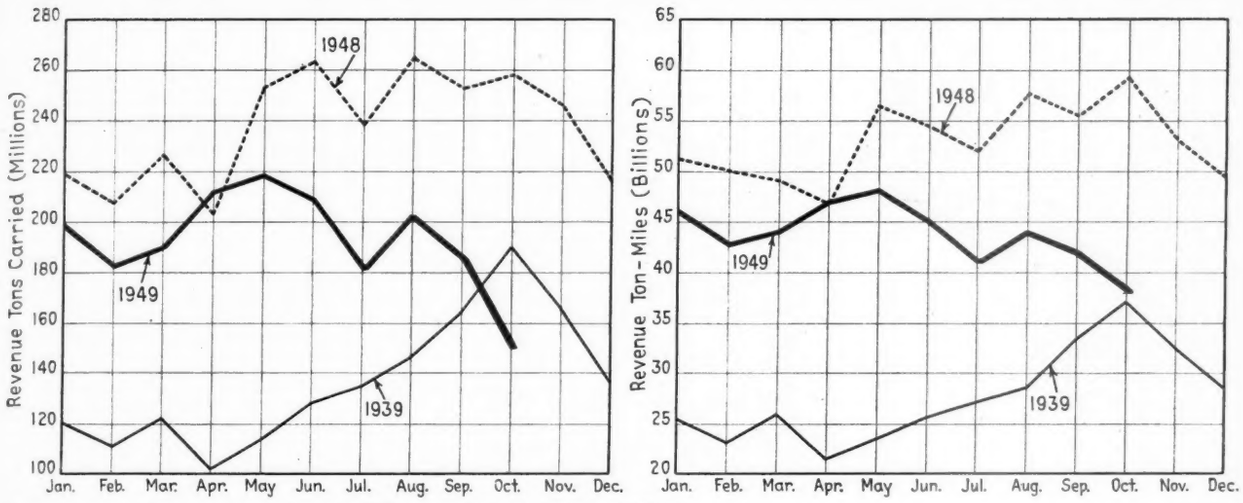
December Employment

Railroad employment increased 3.15 per cent—from 1,113,847 to 1,148,968—from mid-November to mid-December, but the mid-December toal was 12.01 per cent below that of December, 1948, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index of employment, based on the 1935-1939 average as 100, was 114.4 for December, as compared with 108.2 in November and 129.9 in December, 1948.

December employment was above that of the previous month in all groups except maintenance of way and structures.



Canada's first Diesel-electric locomotive shop, built by Montreal Locomotive Works as a part of the investment of some $15 million which it and its associates, Canadian General Electric Company and Dominion Engineering Works, have spent for facilities to turn out all-Canadian-built locomotives



Revenue tons and revenue ton-miles — 1949 compared with 1939 and 1948

which was down 0.18 per cent. The increases in the other groups ranged from 7.19 per cent for maintenance of equipment and stores to 0.2 per cent for the group embracing executives, officials and staff assistants.

As compared with December, 1948, there were decreases in all groups. They ranged from 19.53 per cent for the maintenance of way and structures group to 2.24 per cent for the group embracing executives, officials and staff assistants.

Freight Car Loadings

Loadings of revenue freight in the week ended January 14 totaled 631,018 cars, the Association of American Railroads announced on January 19. This was an increase of 124,071 cars, or 24.5 per cent, above the previous week (which included the New Year's day holiday), a decline of 102,847 cars, or 14 per cent, below the corresponding week last year, and a drop of 177,290 cars, or 21.9 per cent, under the equivalent 1948 week.

Loadings of revenue freight for the week ended January 7 totaled 506,947 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, January 7

District	1950*	1949†	1948†
Eastern	95,181	135,783	153,956
Allegheny	105,283	153,061	168,083
Pocahontas	34,901	61,993	73,299
Southern	93,920	120,569	145,612
Northwestern	55,713	77,767	90,854
Central Western	78,149	107,808	129,523
Southwestern	43,800	64,526	69,483
Total Western Districts	177,662	250,101	289,860
Total All Roads	506,947	721,507	830,810
Commodities:			
Grain and grain products	33,168	47,034	51,882
Livestock	8,342	11,024	14,029
Coal	83,906	164,010	202,741
Coke	11,760	16,108	15,037
Forest products	28,405	35,193	45,972
Ore	10,229	12,701	13,079
Merchandise l. c. l.	61,574	88,750	103,893
Miscellaneous	269,563	346,687	384,177
January 7	506,947	721,507	830,810

*Included New Year's Day holiday.
†Did not include holiday.

In Canada.—Car loadings for the week ended January 7 totaled 54,498 cars, compared with 49,011 cars for the previous week, and 67,999 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Totals for Canada:	Revenue Cars Loaded	Total Cars Rec'd from Connections
January 7, 1950	54,498	24,228
January 8, 1949	67,999	29,189

December Operating Revenues Below Previous Year

From preliminary reports of 83 Class I railroads representing 81.4 per cent of total operating revenues, the Association of American Railroads has estimated that December, 1949, gross amounted to $573,025,357, a decrease of 12.8 per cent below the $656,902,972, reported for the same 1948 month. Estimated December freight revenue was $463,756,206, as compared with December, 1948's $525,045,007, a decrease of 11.7 per cent. Estimated passenger revenue was $60,044,066, as compared with $75,657,668, a decrease of 20.6 per cent. All other revenue was down 12.4 per cent—$49,225,085, as compared with $56,200,297.

November Truck Traffic

Motor carriers reporting to the American Trucking Associations transported in November 3,211,170 tons of freight, a decrease of 7.2 per cent below the previous month's total of 3,460,485 tons but 3 per cent above the 3,117,255 tons hauled in November, 1948. The figures, according to the A.T.A., are based on comparable reports from 303 carriers in 42 states.

I.C.C. Bureau of Accounts And Cost Finding Reorganized

The Interstate Commerce Commission "has approved the reorganization of the Bureau of Accounts and Cost Finding into four major sections set up on functional lines," according to an announcement by the commission's secretary, W. P. Bartel. The four sections and their respective chiefs are: Accounting, Albert K. Goebel; Field Service, Cecil W. Emken; Cost Finding, Gilbert J. Parr; and Depreciation, Bernard L. Challand.

The reorganization also involved the abolition of the position of assistant director of the bureau which was formerly held by Leroy S. Price who retired a few months ago. It will also involve the closing of the bureau's branch office at Houston, Tex., and the transfer of that work to the St. Louis, Mo., office. William S. Hough, examiner in charge of the Houston office, will be transferred to Washington, D. C., to take charge of field report work.

"The changes," Secretary Bartel's notice said, "continue the general program previously inaugurated by the commission when it merged the motor carrier accounting and cost finding work with the former Bureau of Accounts, with Ford K. Edwards as director."

Many Interests to Participate In U. S. Chamber's Conference

Murray Shields, vice-president, Bank of Manhattan, will be the featured speaker at the opening session of the National Transportation Conference, sponsored by the U. S. Chamber of Commerce, in Washington, D. C., February 1-2.

This two-day conference, which is being limited to approximately 100 participants for off-the-record discussions, is the "first postwar opportunity to discuss major transportation problems that must be met in the near future," according to Harold H. Hammond, manager of the Transportation and Communication Department of the chamber. No resolutions are to be adopted at the conference, a policy adopted in order to "stimulate frank expression of views" at the various round-table discussions.

Transportation authorities who will act as moderators for these discussions include Dr. John H. Frederick, professor of transportation, University of Mary-

This poster has been prepared by the National Association of Shippers Advisory Boards as part of its program in which shippers are urged to clean cars thoroughly before releasing them. Shippers may secure copies of the poster from railroads serving their industries. As was reported in a feature article in the *Railway Age* of August 13, 1949, page 60, the cleaning of cars is costing the railroads in excess of $60,000,000 annually.

land; Dr. Charles L. Dearing, Brokings Institution; and Dr. Sidney L. Miller, professor of transportation, University of Pittsburgh. Also represented at the conference will be carriers, users, investors, and the general public.

O'Neill Confirmed For Mediation Board

The Senate on January 17 confirmed President Truman's reappointment of Francis A. O'Neill, Jr., to membership on the National Mediation Board for a new three-year term expiring February 1, 1953. The nomination, which the President sent to the Senate on January 5, was reported favorably on January 13 from the Senate committee on labor and public welfare. Mr. O'Neill, who is now serving as N.M.B.'s chairman, has been a member of the board since March, 1947.

ORGANIZATIONS

At the last meeting of the **Eastern Claim Conference,** held at New York January 11 and 12, W. J. Silich, manager of station service, Delaware, Lackawanna & Western, was elected as chairman to succeed C. H. Diamond, freight claim agent of the Reading. C. E. Thrasher, general freight claim agent of the Baltimore & Ohio, was elected vice-chairman, while J. M. Feeney, manager, New York Terminal Matching Bureau, continues as secretary. R. Schwebel, general attorney of the B. & O. at New York, will continue as counsel.

Ernest E. Norris, president of the Southern, has been elected to the board of directors of the **Transportation Association of America.** Other railroad executives on the board are Fred G. Gurley, president of the Atchison, Topeka & Santa Fe; Robert E. Woodruff, chairman of the Erie; John Barriger, president of the Chicago, Indianapolis & Louisville, and A. L. Hammell, president of the Railway Express Agency. The election of Mr. Norris completes the railroad quota on the board of 75 directors.

Approximately 1,350 members and guests, including 26 railroad presidents, attended the 42nd annual dinner of the **Traffic Club of St. Louis,** Mo., in that city on January 10. C. Hamilton Moses, president of the Arkansas Power & Light Co., who was at one time connected with the legal departments of the Kansas City Southern and the Louisiana & Arkansas, was the principal speaker.

The New York division of **Railroad Enthusiasts, Inc.,** will hold its next meeting on January 25, at 7:45 p.m., in room 5928, Grand Central Terminal. "The Road Foreman of Engines Rides the Line" is the title of a talk to be given by William W. Cochran, road foreman of engines, Hudson division, New York Central. Also, the N.Y.C.'s movie "Steam Locomotive" will be shown.

The **Traffic Club of St. Louis** will hold its industrial day luncheon at the Statler Hotel, St. Louis, Mo., on January 23, at 12:15 p.m. J. M. Cody, general traffic manager of Butler Bros., Chicago, will be the guest speaker. His subject will be "Industrial Traffic Management and Executive Function."

E. O. Dickinson, superintendent car department, Central of New Jersey, Elizabethport, N. J., was elected president of the **Eastern Car Foreman's Association** at the annual meeting on January 13. Other officers elected for the ensuing year are: First vice-president, G. J. Flanagan,, general car inspector, New York Central, New York; second vice-president, Carl Dierks, assistant superintendent of equipment, Delaware & Hudson, Albany, N. Y.; and secretary-treasurer, Wilson Dizard, American Car & Foundry Co., New York.

The annual dinner dance of the **Metropolitan Traffic Association of New York** will be held on February 25, in the Hotel Statler.

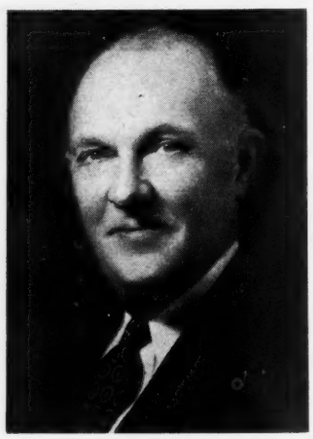
Election of Richard T. Blackson, of Elizabeth, N. J., as chairman of the **Associated Railroads of New Jersey** has been announced by Herman H. Pevler, vice-president of the Pennsylvania and chairman of the association's executive committee, comprising the chief local operating officers of the 13 railroad companies serving the state. Mr. Blackson will succeed William F. Tompkins, of the law firm of Lum, Fairlie & Foster, Newark, N. J., who will henceforth serve as counsel to the association. Headquarters for the group will be at Room 274, Pennsylvania Station, New York, and Mr. Blackson will continue as special representative on Mr. Pevler's staff.

SUPPLY TRADE

Fairbanks, Morse Improvement Program to Cost $10 Million

A $10,000,000 modernization and building program has been started by Fairbanks, Morse & Co., at its principal plants. Among the first projects is to be the installation of a new $2,500,000 power plant, housing three 80,000-lb. steam boilers, at the Beloit (Wis.) works. Work is nearing completion on the firm's new branch office at Chicago, as reported in the *Railway Age* of July 23, page 53, and personnel is expected to occupy the building early in February.

George T. Stufflebeam, whose appointment as manager of transportation methods research of **Remington Rand Inc.** was announced in the *Railway Age* of January 14, has been associated with Remington Rand for 27 years. In 1923 he joined the library bureau as a salesman and, from 1930 to 1942, undertook special assignments in various phases of transportation. In the latter year he was appointed division traffic manager of



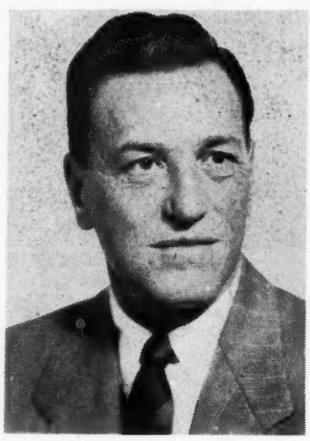
George T. Stufflebeam

the company's propeller plant in Johnson City, N. Y., remaining there until 1946 when he was appointed transportation sales manager of the tabulating machines division. In his new capacity, Mr. Stufflebeam will act as liaison between the company and the transportation industries — rail, air, highway, water and city transit — and will direct studies of new developments in the administrative controls and office methods of those fields. His department will serve as a

clearing house for exchange of ideas in transportation management.

The **Claud S. Gordon Company,** 3000 South Wallace street, Chicago 16, has completed an arrangement with **Harry L. Campbell,** consultant on foundry practice, for manufacture and sale of foundry testing equipment developed by Mr. Campbell. It will be marketed as the Gordon-Campbell foundry testing equipment.

As noted in the *Railway Age* of January 14, the following have been appointed district sales managers, railroad sales, of the **Union Asbestos & Rubber Co.,** Chicago: **P. R. Lochner,** New York; **O. J. Rudolph,** Chicago; and **R. M. Covert,** Chicago. Mr. Lochner was associated



P. R. Lochner

with the National Cylinder Gas Company prior to joining Union Asbestos. For the past 10 years he has served as railroad sales representative in the New York office of Union Asbestos, and will continue to contact eastern railroads out of that office.

Mr. Rudolph attended school in Chi-

O. J. Rudolph

cago and began his career as a shop foreman with the Locomotive Lubricator Company. Subsequently he became associated with the U. S. Metallic Packing Company as a sales and service engineer. In 1927 he joined Union Asbestos as service engineer. His district comprises the Chicago area and the Southwest.

Mr. Covert worked in Chicago Great

R. M. Covert

Western shops during vacations from high school at Oelwein, Iowa, and from the University of Iowa. He started with Union Asbestos in 1935 as a material inspector. Later he went into sales and service work, and for the past 14 years has represented the company by contacting car builders and railroads in and to the northwest of Chicago.

M. R. Minnick, formerly manager of sales of the **American Welding & Manufacturing Co.,** has been appointed general manager of sales, with responsibility for all activities and functions of the sales department. In addition, he will

M. R. Minnick

have personal supervision of the company's railway equipment division. **H. D. Malone,** formerly assistant manager of sales, has been appointed manager of sales of a newly created industrial products division, to direct sales activities for all the company's products except those of the railway equipment division and the building products division, and **D. W. Dawson,** formerly sales promotion manager, has been appointed manager of the product development division, retaining supervision of all sales promotion and advertising activities for the company.

Mr. Minnick has been with American Welding for 27 years and has served in many manufacturing and sales capacities. He was appointed sales manager in 1936, and has supervised establishment of regional offices in Philadelphia, Pa., Cleveland, Ohio, Detroit, Mich., Chicago, Minneapolis, Minn., Los Angeles, Cal., Washington, D. C., and Paterson, N. J.

The **American Brake Shoe Company** has opened a new sales office at 2620 Maury street, Houston, Tex. **William C. George,** formerly in the sales department of the electro-alloys division, has been appointed sales engineer for the company in this territory, representing Brake Shoe's American manganese steel, electro-alloys and National bearing divisions

William C. George

in the new office. His activities will supplement the company's present coverage in the railroad equipment field, and will center in Oklahoma, Texas and Louisiana. Mr. George was graduated in chemical engineering from Purdue University and was associated with the Carnegie-Illinois Steel Corporation before he joined American Brake Shoe in 1939.

James F. Haley, formerly supervisor of transportation for the traffic and transportation department of the **Koppers Company,** has been appointed assistant manager of the department, and also has been assigned duties as manager of the transportation section. **Albert A. Mattson,** formerly supervisor of traffic, has been appointed manager of the traffic section of the department; **Erwin A. Gorges,** assistant manager of the traffic section; and **Thomas P. Reynolds,** supervisor of the transportation section.

Paul W. Austin, whose appointment as advertising manager of the **Union Asbestos & Rubber Co.,** Chicago, was reported in the *Railway Age* of January 14, has been widely known in advertising circles over the past 25 years. He has been associated with agencies in Toledo, Ohio, and Detroit, Mich., and, prior to joining

Union Asbestos in March, 1949, was advertising manager of Owens-Corning Fiberglas Corporation in Toledo. With Mr. Austin's appointment, Union is consolidating the advertising and sales promotional programs of its several divisions engaged in sale of asbestos fibers, packing, textiles, thermal and acoustical insulations, railroad insulations and equipment and steel fabricating. Headquarters of the firm's advertising department will be at the general offices in Cicero, Ill.

The **Magnus Chemical Company,** Garwood, N. J., has acquired full control of the **American K.A.T. Corporation.** All manufacturing functions of American K.A.T. are being continued and the main office of the corporation will be at Garwood. **J. D. Holmes** has been elected president of American K.A.T., succeeding **Michael Stone,** and also will continue as general manager of the marine and power plant service division of Magnus. **Sidney G. Harris** has joined Magnus as sales engineer.

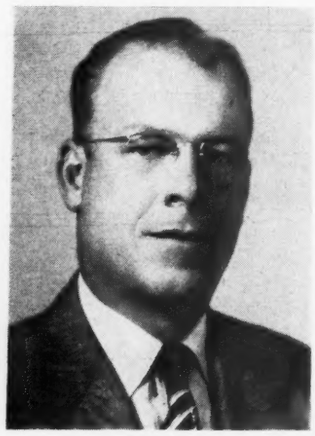
The **Towmotor Corporation,** Cleveland, Ohio, has opened a new factory sales and service branch at 4th and Castro streets, Oakland, Cal. **Gordon Winters,** formerly in sales supervision work in Cleveland, is in charge of the new

Gordon Winters

branch office. Complete repair and service facilities will be available to materials handling equipment users in the Bay area, and the branch also will contain departments for cleaning, painting and spraying.

H. C. Atwater, formerly sales representative in the New York office of the **Industrial Brownhoist Corporation,** Bay City, Mich., has been appointed district sales manager in charge of the New York territory.

I. H. Hultgren, a member of the general engineering department of the **Union Switch & Signal Co.,** has been appointed sales engineer, with headquarters at Chicago. Mr. Hultgren started in signal work in 1926 as a helper with construction forces of Union Switch & Signal. In 1933 he joined the construction department of the Chicago South Shore & South Bend, and, from 1934 to 1936, was associated with the signal construction and maintenance forces of the Chicago Rapid Transit Company. He was



I. H. Hultgren

appointed supervisor of telegraph and signals of the Toledo, Peoria & Western in April, 1936, and remained in that position until November, 1944, when he returned to the general engineering department of Union Switch & Signal.

C. H. Beck, vice-president of the **Westinghouse Air Brake Company,** has retired after more than 44 years of service with the company. Mr. Beck was graduated from Pennsylvania State College in 1905 with a bachelor of science degree and, several years later, received a mechanical engineering degree from the same college. He joined Westinghouse

C. H. Beck

Air Brake in June, 1905, as a special apprentice and, after serving in various shop and field assignments with the former Westinghouse Traction Brake Company and the former Safety Car Devices Company, he was appointed assistant eastern manager of Westinghouse Air Brake in 1920, with headquarters at New York. In 1932 he was appointed eastern manager and, in 1938, general sales manager at Wilmerding, Pa. Mr. Beck was appointed vice-president in 1947.

J. D. Brandon, former president of the recently dissolved American Arch Company, has organized the **Brandon Equipment Company,** 332 South Michigan avenue, Chicago 4, for supplying arch brick and oilpan linings for steam locomotives and for handling other railway devices. As president of the company, Mr. Brandon will represent all manufacturers that

J. D. Brandon

formerly supplied American Arch. Other officers of the new organization, all formerly of American Arch, are as follows: Vice-presidents, **Samuel MacClurkan** and **Arthur F. Becker;** assistant vice-president, **William D. Jones;** mechanical engineer, **Harry R. Cree;** secretary, **Elizabeth Burroughs;** service engineer at Chicago, **William E. Salisbury;** and service engineer at New Haven, Conn., **Thomas M. Ferguson.**

The **American Air Filter Company,** Louisville, Ky., and the **Herman Nelson Corporation,** Moline, Ill., have merged. The Nelson Corporation will be operated as the Herman Nelson division of American Air Filter and will continue to maintain headquarters and facilities in Moline. The main company offices and headquarters will be in Louisville. **W. G. Frank,** executive vice-president, and **Richard H. Nelson** have been elected directors of the combined firm; **Richard H. Nelson** and **Robert W. Nelson,** vice-presidents; and **E. G. Mason,** of the Herman Nelson division, secretary and assistant treasurer.

The St. Louis, Mo., branch of the **Minneapolis-Honeywell Regulator Company** and its Brown Instruments division has moved into its new office building, the first to be built and owned by the company, at 4354 Olive street.

L. O. Grondahl, consultant in research of the **Union Switch & Signal Co.** and the **Westinghouse Air Brake Company,** has retired.

G. W. Stahl has been appointed division sales manager at Chicago for the **Blackmer Pump Company,** Grand Rapids,

Mich. Mr. Stahl formerly represented A. O. Smith Corporation and Yale & Towne Manufacturing Co.

F. E. Van Hoesen, president of the Transportation Seat Company, Chicago, has become also exclusive railway sales agent for **Tropic-Aire, Incorporated,** with office and showroom at 332 South Michigan avenue.

A. F. O'Connor, whose appointment as sales manager for the "Equipco" hand brake department, **Union Asbestos & Rubber Co.,** Chicago, was reported in the *Railway Age* of December 24, 1949, was born in Providence, R. I. Mr. O'Connor started his career in the railway supply business in 1912 with the Has-

A. F. O'Connor

kell & Barker Car Co., Michigan City, Ind., serving in the firm's mechanical department. He joined the Union Railway Equipment Company at Chicago in 1915, serving as vice-president until 1931, when he became associated with Union Asbestos in sales, new development work and patent work. He holds some 70 patents and is a registered patent agent.

J. S. Crane, vice-president and secretary of the **Simmons-Boardman Publishing Corporation,** has been assigned to manage advertising sales for the company's transportation publications, including *Railway Age, Railway Engineering and Maintenance, Railway Mechanical and Electrical Engineer* and *Railway Signaling and Communications,* succeeding **S. Wayne Hickey,** who has been granted a leave of absence. Mr. Crane, heretofore in charge of advertising sales in the Eastern district for another Simmons-Boardman publication, *American Builder,* has also been given supervision of research and promotion on all the company's publications. **J. R. Thompson,** vice-president in charge of advertising sales, transportation papers, in the Western district, has been appointed assistant manager, advertising sales, transportation papers, reporting to Mr. Crane. He will, for the time being, retain his present assignment in the Western district in addition to his new duties. Messrs. Crane and Thompson will continue to maintain headquarters as before at New York and Chicago, respectively.

OBITUARY

Fred P. Forss, formerly chief engineer of the Independent Pneumatic Tool Company, Aurora, Ill., died on Jan. 4.

Robert A. Carse, senior design engineer at the Berwick, Pa., plant of the American Car & Foundry Co., died on Jan. 16.

ABANDONMENTS

Division 4 of the Interstate Commerce Commission has **authorized:**

Seaboard Air Line.—To abandon 3.7 mi. of main-line track, parallel to its Hialeah yard property, in the vicinity of Miami, Fla. The line to be abandoned crosses the Miami International Airport from east to west, a situation which constitutes a "detriment and a continuous hazard" to both rail and airport operation. The commission at the same time approved sale of the Hialeah yard property, to the Dade County Port Authority. The authority, which operates the airport, is to donate land for construction of a new line by the Seaboard to replace that being abandoned. The road is also to build new yard facilities a short distance north of the Hialeah yards. Construction authorization for the new line was included by the I.C.C. in the same report that permitted the abandonment.

Tampa Southern-Atlantic Coast Line.—The former to abandon, and the latter to abandon operation of, a line between Gillett, Fla., and Reeder, approximately 6.95 mi. Last movement over the line was in March, 1948, when a mine near Reeder ceased operation.

CONSTRUCTION

Canadian National.—The W. C. Wells Construction Company, Saskatoon, Sask., is building for this road a freight shed and office building on 104th avenue, Edmonton, Alta. The two-story office section, 53 ft. by 102 ft., will have a full basement, with foundations designed to carry one future story. The freight shed section is to be 50 ft. by 761 ft., also with full basement.

Louisville & Nashville.—In connection with an $11,000,000 spending program for new equipment and for the construction of various facilities, as was reported in the *Railway Age* of December 24, 1949, page 48, this road has authorized the following projects (estimated costs in parentheses): Diesel locomotive repair facilities, South Louisville, Ky. ($428,000); Diesel road locomotive fueling facilities at Covington, Ky. ($25,000), Nashville, Tenn. ($30,000), Birmingham, Ala. ($3,300), and Mobile, Ala. ($30,000); switching locomotive fueling and repair facilities at Evansville, Ind. ($25,000), East St. Louis, Ill. ($25,000), and Knoxville, Tenn. ($25,000); switching locomotive fueling facilities at Lexington, Ky. ($15,000); yard and passing track extensions from Covington, Ky., to Louisville ($82,000), Louisville to Nashville, Tenn. ($86,000), Nashville to Montgomery, Ala. ($102,000) and from Montgomery to Mobile, Ala. ($98,500). A total of $785,000 is to be spent for yard and passing track extensions at Louisville, Evansville, Ind., East St. Louis and Nashville.

Seaboard Air Line.—The I.C.C. has authorized this road to construct 3.7 mi. of new track, at an estimated cost of $306,032, in the vicinity of Miami, Fla. The new track is being built to preserve the continuity of the Seaboard's Miami-Homestead main line which at present traverses the entire length of the Miami International Airport from east to west and must be abandoned. The commission, which set June 1 as the latest date on which construction could begin, authorized abandonment of the old line and construction of the new one in the same order. Until the new track is ready for operation the road will continue to use the old line under a lease arrangement with the airport. As a part of this move, the Seaboard is also to relocate its Hialeah yard facilities which at present are adjacent to the airport.

EQUIPMENT AND SUPPLIES

Equipment on Order

Class I railroads and railroad-owned and controlled refrigerator car lines had 14,368 new freight cars on order January 1, compared with 89,437 on order January 1, 1949, according to the association of American Railroads. Locomotives on order by Class I roads totaled 898, compared with 1,633.

The A.A.R. statement featured installations of locomotives in 1949, calling attention to the fact that the 1,865 engines placed in service during that year represented the largest annual total in 25 years. The 1,865 included 1,808 Diesel-electrics, and 57 steam locomotives. Installations in 1948 totaled 1,487 locomotives, including 1,397 Diesel-electrics, 86 steam, and 4 electrics.

Freight cars placed in service last year by the Class I roads and their affiliated refrigerator car lines totaled 84,669. In noting that this compared with 102,737 cars installed in 1948, the A.A.R. statement went on to point out that "nearly 300,000" new freight cars have been placed in service during the past four years. Installations in December, 1949, totaled 3,357 freight cars. Retire-

ments last year totaled 90,348 freight cars, of which 16,636 were retired in December. In 1948, 81,659 cars were retired.

The 14,368 cars on order January 1 by the Class I roads and their car-line affiliates included 11,256 to be built in railroad shops and 3,112 on order from contract builders. The breakdown by types of cars was as follows: box, 3,522; hoppers, 4,397, including 865 covered hoppers; gondolas, 2,382; flat, 2,310; refrigerator, 1,757.

The 898 locomotives on order January 1 included 881 Diesel-electrics, 13 steam, and 4 electrics. The 1,633 on order January 1, 1949, included 1,561 Diesel-electrics and 72 steam.

FREIGHT CARS

The **Union Pacific** has ordered 2,500 50-ton box cars and 500 40-ton stock cars from its own shops and 1,000 50-ton gondola cars from the General American Transportation Corporation. The inquiry for these cars—and an additional 250 40-ton stock cars, 250 50-ton flat cars, 400 50-ton gondola cars and 100 70-ton gondolas—was reported in *Railway Age* of October 22, 1949, page 63.

The **Atchison, Topeka & Santa Fe** has ordered 500 50-ton box cars from the Pullman-Standard Car Manufacturing Company.

LOCOMOTIVES

The **Louisville & Nashville** has ordered 52 Diesel-electric locomotives as follows: From Electro-motive Division of General Motors Corporation, thirty-seven 1,500-hp. road freight units (34 "A" and 3 "B") costing $5,629,667 and six 1,100-hp. switchers costing $587,520; and from the American Locomotive Company, nine 660-hp. switchers costing $684,072. These orders—together with that for 500 50-ton box cars to be built by the Pullman-Standard Car Manufacturing Company, as reported in the *Railway Age* of January 14, page 45—complete the road's equipment purchases in an $11,000,000 project, involving also the construction of various facilities (see *Railway Age* December 24, 1949, page 48).

The **Missouri Pacific Lines** have ordered 77 new Diesel-electric locomotive units (authorization for which was reported in the *Railway Age* of December 31, 1949), including 47 units to be built by the Electro-Motive Division of General Motors Corporation, 11 by the Baldwin Locomotive Works and 19 by the American Locomotive Company. The new equipment will cost a total of $11,269,700. Eight of the road-switchers in the Electro-Motive allotment will be equipped with heating boilers so that they may be used in passenger-train service if desired. Delivery of some of the motive power is expected by late March, 1950, and delivery of the entire lot of 77 units is to be completed by the end of July, 1950. As noted in the *Railway Age* of January 14, page 41, the Diesel order includes the following: Freight, 27 1,500-hp., two 3,000-hp. (two units) and five 4,500-hp. (three units); passenger, two 1,500-hp., four 2,000-hp. (one unit), and two 4,000-hp. (two units); and switching, 16 1,000-hp. and five 1,500-hp.

SIGNALING

The **Southern** has ordered equipment from the General Railway Signal Company for installation of a direct-wire relay interlocking at Knoxville, Tenn. The control machine will have an 18- by 17-in. panel equipped with 5 track indication lights and 4 levers for control of 3 switch machines and 5 signals. Included in this order are type B relays, type K relays, type F dwarf signals, type MD dwarf signals and model 5C switch machines.

FINANCIAL

Chicago & North Western.—*Trackage Rights.*—A 1940 agreement between this road and the Chicago Great Western, under which the C.&N.W. operates over approximately 17 mi. of C.G.W. line in Carroll County, Ia., has been amended to increase the train-mile trackage charge from the present 50 cents to 75 cents a train-mile. The amended agreement, which goes into effect February 8, has been approved by the I.C.C. In addition to the train-mile rental, the C.&N.W. pays other charges for use and maintenance of communication lines.

Chicago Great Western. — *Trackage Rights.*—The I.C.C. has approved a plan to amend the 1946 trackage-rights agreement between this road and the Chicago & North Western, raising from 50 cents to 75 cents a train-mile the rental the C.G.W. must pay for trackage rights over C.&N.W. track between Sycamore, Ill., and DeKalb, approximately 3.7 mi. The new charges are effective February 8, and are based on "increased labor and material costs." Other provisions of the 1946 agreement, setting a minimum annual charge of $1,150, plus other charges for use of the C.&N.W.'s turning track at Sycamore, remain unchanged.

Chicago, Rock Island & Pacific.—*Awards Bond Issue at 2.9 Per Cent Net Interest Cost.*—This road has awarded $55,000,000 of first mortgage bonds, at a net interest rate cost of 2.9146 per cent to a group headed by Halsey, Stuart & Co., which bid 98.81 for a 2⅞ per cent coupon. As noted in the *Railway Age* of December 31, 1949, page 51, the new bonds will be the Rock Island's entire funded debt after its first and general mortgage bonds are paid off later this year. This action will make the company one of the few railroad properties with a single mortgage indebtedness, exclusive of equipment obligations.

East Troy, Wisc.—*Operation of Interurban Line.*—This municipality has been granted a certificate by the I.C.C. permitting operation of a 7.2 mi. line of railroad, formerly owned by the Milwaukee Electric Railway & Transport Co., between East Troy and Mukwonago. Purpose of the operation is to provide freight service between industries in East Troy and a connection with the Minneapolis, St. Paul & Sault Ste. Marie at Mukwonago. The town of East Troy purchased the line in 1940, and it continued in operation under contract with the former owner until January 1, 1950.

Illinois Northern. — *Control.* — The I.C.C. has approved a plan whereby this 10.4-mi. Chicago switching carrier will be sold by its present owner, International Harvester Company, to four railroads — the Atchison, Topeka & Santa Fe; Chicago, Burlington & Quincy; New York Central, and Pennsylvania (through the Pennsylvania Company). These roads will purchase jointly the capital stock of the I.N. for $960,000, with stock ownership to be divided 51 per cent to the Santa Fe, 25 per cent to the Burlington, and 12 per cent each to the N.Y.C. and the Pennsylvania Company. This purchase of the I.N. first came before the commission in February, 1949, when the Santa Fe sought to acquire two-thirds and the Burlington one-third of the property. In July, by an amended application, the P.R.R., through its subsidiary, the Pennsylvania Company, was made a party to the purchase proceedings. (See *Railway Age* of March 5, 1949, page 68, and July 30, 1949, page 66). The N.Y.C. then sought to be admitted to co-ownership on a parity with the Pennsylvania.

The commission allowed the N.Y.C. to intervene, and in its report said that in previous cases it has held that all trunk-line connections of a terminal switching line may participate in control of the switching line if they so desire. "If we have any doubt," the commission added, "it is as to whether either the Pennsylvania or N.Y.C. should be authorized to acquire any interest in the I.N." However, since other carriers did not object, the commission "resolved that doubt" by letting both roads acquire an equal interest. It then imposed conditions designed to insure "neutrality-of-operation" of the I.N. for all carriers, and approved lease and trackage-rights agreements under which the I.N. uses approximately 3.91 mi. of Santa Fe tracks and approximately 1.43 mi. of Burlington tracks. It was in consideration of the latter agreements that these two roads were given larger shares in the purchase. In addition to the $960,000 purchase price, the purchasing carriers are to pay off two 4-year 3 per cent notes of the I.N., aggregating $165,000, authorized by the I.C.C. in 1947.

New York, Chicago & St. Louis.—*May Lease Pittsburgh & West Virginia.*—Negotiations for the lease of the Pittsburgh & West Virginia are reported underway between the New York, Chicago & St. Louis (Nickel Plate) and the Pennroad Corporation. The latter, on June 30, 1949—the last date for which official figures are available—owned 225,879 shares, or approximately 74 per cent, of the P. & W. Va. common stock.

New Securities

Application has been filed with the Interstate Commerce Commission by:

Indiana Harbor Belt.—To assume liability for $1,800,000 of equipment trust certificates to finance in part 24 1,200-hp. Diesel-electric switching locomotives, to be built by Electro-Motive Division, General Motors Corporation, at an estimated unit cost of $99,150. Total cost of the new equipment was placed at $2,379,600. The certificates would be dated February 15, mature in 15 annual installments of $120,000 each, beginning February 15, 1951, and sold by competitive bids, with interest to be set by such bids. The four roads that own the I.H.B. filed separate applications for authority to guarantee the proposed certificates in proportion to their stock ownership "in order that said certificates may be sold on better terms." These four roads are the Chicago & North Western (20 per cent); Chicago, Milwaukee, St. Paul & Pacific (20 per cent); Michigan Central (30 per cent); and New York Central (30 per cent).

Division 4 of the I.C.C. has **authorized:**

Peoria & Pekin Union.—To assume liability for $2,500,000 of first mortgage, 3⅛ per cent bonds, series A, due January 1, 1975, and thereby obtain a lower interest rate on its first mortgage indebtedness. These new bonds will enable the road to call for redemption on February 1, 1950, a like amount of series A first mortgage, 5½ per cent bonds, due August 1, 1974, which are callable February 1 at 104 1/6 per cent plus accrued interest from August 1, 1949. The present issue is limited to $3,000,000, of which only the $2,500,000 will be issued initially. Successful bidder was Halsey, Stuart & Co. at 98.5467, and the annual cost to the P.&P.U. will be approximately 3.21 per cent. Sinking fund provisions for the new series provide that the road shall pay annually, beginning May 1, 1951, the lesser of (a) $79,375 or (b) a sum equal to the road's net income after fixed charges for the preceding calendar year. The bonds were reoffered to the public at 100.

Average Prices Stocks & Bonds

	Jan. 17	Prev. week	Last year
Average price of 20 representative railway stocks..	41.93	42.44	43.47
Average price of 20 representative railway bonds..	92.05	91.44	89.78

Dividends Declared

Louisville, Henderson & St. Louis.—common, $4.00, semiannual; 5% non-cumulative preferred, $2.50, semiannual, both payable February 15 to holders of record February 1.

Michigan Central.—$25.00, semiannual, payable January 31 to holders of record January 13.

Northern of New Hampshire.—$1.50, quarterly, payable January 31, to holders of record January 12.

Waterloo, Cedar Falls & Northern.—12½¢, payable January 17 to holders of record January 3.

RAILWAY OFFICERS

EXECUTIVE

W. B. Clark, who has retired as vice-president and treasurer of the Railway Express Agency at New York, as reported in the *Railway Age* of January 7, was born in Brooklyn, N. Y., 65 years ago. Mr. Clark began his career as a stenographer for the Trunk Line Association at New York in May, 1907. He became secretary to the president of Wells Fargo & Co. Express (one of the predecessor companies of R.E.A.) in October, 1911, and two years later was appointed assistant secretary. From January, 1921, to June, 1928, Mr. Clark was assistant to the president, and assistant secretary of R.E.A., becoming vice-president and treasurer on July 1, 1928.

Gerald E. Duffy, whose promotion to vice-president in charge of traffic of the Atchison, Topeka & Santa Fe at Chicago was reported in the *Railway Age* of December 31, was born at Binghamton, N. Y., in 1898. Mr. Duffy attended Case University, Cleveland, Ohio, and George Washington University, Washington, D. C., and received his Ll. D. in 1921 from Kent School of

Gerald E. Duffy

Law, Chicago. He began his railroad career in 1915 as a stenographer with the Delaware, Lackawanna & Western. He later worked as a stenographer with the Erie at Scranton, Pa., and with the Geographical Survey at Washington, and also served as secretary to managing director and as chief clerk for Rolls-Royce of England, at Washington and Cleveland. In 1918 Mr. Duffy served with the army at Cleveland, subsequently returning to Washington to become stenographer for the Railroad Adjustment Board and later for the transportation brotherhoods, legislative department. As a secretary for the Railroad Labor Board, he moved to Chicago in 1924, and the same year joined the Santa Fe as an attorney. In 1929 he was advanced to commerce attorney, being transferred a few months later to San Francisco, Cal., where he handled the Santa Fe's legal affairs until his promotion to assistant to the president at that point in April, 1942. Mr. Duffy was transferred back to Chicago as assistant vice-president in charge of traffic in July, 1944.

FINANCIAL, LEGAL & ACCOUNTING

A. H. Rau has been appointed general superintendent, freight claims, of the Chicago, Rock Island & Pacific at Chicago, succeeding the late **Charles Shostrom,** whose death was reported in the *Railway Age* of January 7.

J. T. Schenkel, former auditor of the Wheeling & Lake Erie (now the Wheeling & Lake Erie district of the New York, Chicago & St. Louis) at Cleveland, Ohio, has been appointed assistant comptroller of the N. Y. C. & St. L. (Nickel Plate). **E. P. Lavelle,** auditor revenues of the W. & L. E. at Cleveland, has been appointed assistant auditor of revenues of the Nickel Plate. **W. A. Henze,** assistant auditor of revenues of the Nickel Plate, has been appointed auditor of station accounts and overcharge claims, with headquarters as before at Cleveland. **F. C. Tyler** has been appointed general accountant of the Nickel Plate.

OPERATING

W. F. Ingraham, special representative to the general manager of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Mason City, Iowa, has retired after 52 years with the Milwaukee. Entering the service of that road in 1898, Mr. Ingraham subsequently served as brakeman, baggageman, conductor, trainman, yardmaster and trainmaster. In 1923 he was promoted to assistant superintendent of the Chicago terminal, becoming superintendent of the Iowa and Dakota division in 1925. When the latter division was consolidated with the Sioux City and Dakota division in 1932, with headquarters at Mason City, Mr. Ingraham continued as superintendent and remained in that post until his appointment in 1947 as special representative to the general manager.

Albert Edward Hartley, whose promotion to superintendent, Saskatoon division, Canadian Pacific, with headquarters at Saskatoon, Sask., was reported in the *Railway Age* of December 24, 1949, was born on December 3, 1891, at Battle Creek, Mich., and attended school at Pigeon, Mich. He started his career with the C. P. in November, 1910, as a wiper

at Medicine Hat, Alta., and became a fireman in 1911. Four years later he was made an engineer, being advanced to road foreman at Medicine Hat in December, 1941. In November, 1942, he was

Albert Edward Hartley

further advanced to assistant superintendent at Medicine Hat. Subsequently, he was transferred in that position to MacLeod, Alta., and in October, 1944, to Edmonton, Alta., where he was serving at the time of his recent promotion.

Thomas J. Sanok, whose appointment as superintendent of the Allegany, Meadville, Bradford and Buffalo-Southwestern divisions of the Erie at Salamanca, N. Y., was reported in the *Railway Age* of December 10, 1949, entered railroad service with the Erie in 1929 as a stenographer at Secaucus, N. J. He held various clerical positions until

Thomas J. Sanok

1941 when he was appointed inspector of operation. Mr. Sanok then served as trainmaster of the Susquehanna and Tioga, Delaware and New York divisions. He was promoted to assisant division superintendent at Jersey City, N. J., in 1948, which position he held until his recent promotion.

Ernest P. Olson, whose promotion to general superintendent of transportation, St. Louis-San Francisco, at Springfield, Mo., was reported in the *Railway Age* of December 24, was born near Ft. Lyon, Colo., on February 11, 1896, and received his high school education at La Junta, Colo. Mr. Olson entered railroad service in June, 1913, with the Atchison, Topeka & Santa Fe, and served successively with that road as clerk, telegrapher, secretary and dispatcher in Colorado and New Mexico. He then joined the Frisco as dispatcher at Sapulpa, Okla., returning to the Santa Fe as dispatcher at Dodge City, Kan., in 1922. From March 1923, to October, 1924, he was engaged in sales work in Denver, Colo., and Kansas City, Mo., and later re-entered the service of the Frisco as dispatcher at Memphis, Tenn. After holding the same post at Ft.

Ernest P. Olson

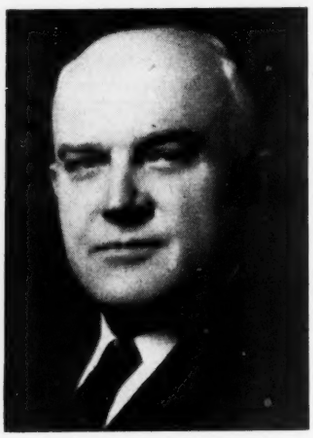
Scott, Kan., he was advanced to assistant trainmaster at Sapulpa in 1925 and to trainmaster at that point in 1926. The following year he was transferred to Hugo, Okla., as dispatcher and trainmaster, becoming assistant superintendent at Chaffee, Mo., in March, 1931. In July of that year he returned to Hugo as trainmaster, and in 1932 went to Ft. Smith, Ark., as assistant trainmaster. Between March, 1933, and May, 1939, Mr. Olson served successively as assistant superintendent at Neodesha, Kan., and Chaffee. Next he was appointed special representative of the general manager at Springfield, and in October, 1939, became superintendent, Central division, at Ft. Smith. He was transferred to the Eastern division in January, 1948, as superintendent from which position he has been promoted.

Lynn Bernard Coleman, whose promotion to superintendent, Alamosa division, Denver & Rio Grande Western, with headquarters at Alamosa, Colo., was reported in the *Railway Age* of January 7, was born at Fairview, Utah, on July 21, 1915. Mr. Coleman attended the University of Utah for three years and in June, 1936, entered railroad service with the Rio Grande as locomotive fireman, working out of Salt Lake City, Utah. In May, 1942, he became a locomotive engineer, and in April, 1944, was advanced to assistant trainmaster. Two years later he was transferred to Grand Junction, Colo., as road foreman of equipment, becoming assistant to chief engineer at Denver, Colo., in November, 1947. Mr. Coleman was made assistant superintendent at

Lynn Bernard Coleman

Salt Lake City in December, 1948, in which position he was serving at the time of his recent promotion.

James J. Swift, whose appointment as assistant general manager of the Lehigh Valley at New York was reported in the *Railway Age* of December 24, 1949, was born at Dunmore, Pa., on December 31, 1891. Mr. Swift entered railroad service in 1907 as a clerk with the L.V. and was



James J. Swift

appointed foreman in 1912; traveling car agent in 1915; chief clerk in 1916; assistant trainmaster in 1923; trainmaster in 1924; assistant superintendent in 1925; superintendent in 1941; general superintendent in 1944; assistant general manager at Buffalo, N. Y., in 1945, and division superintendent at Jersey City, N. J., in 1947.

Joseph A. Papa, superintendent of the Central Illinois division, Railway Express Agency, at Chicago, has been appointed superintendent of organization at

that point, succeeding **G. C. Lace,** who becomes superintendent, Detroit division, at Detroit, Mich. Mr. Lace succeeds **George Macklem,** retired after more than 40 years of continuous service. **Roger Park,** also superintendent of organization at Chicago, has been transferred to the Michigan division as superintendent, with headquarters at Detroit, to succeed **Robert H. Vogel,** retired after 48 years of continuous service. Promoted to succeed Mr. Papa is **William H. Carver,** assistant superintendent of terminals at Chicago. **C. H. Campbell,** heretofore general agent at Minneapolis, Minn., has been advanced to acting superintendent, Central Minnesota-Dakota division, at St. Paul, Minn., replacing **C. F. Custer,** who is on a leave of absence.

TRAFFIC

Everett G. Baker, whose promotion to general traffic manager of the St. Louis-San Francisco at St. Louis, Mo., was reported in the *Railway Age* of January 7, was born at Poole, Ky., on December 19, 1891. Mr. Baker's railroad career began in April, 1912, as a ticket clerk and gateman at the Union Station in St. Louis. He joined the Frisco in 1914 as station passenger agent-ticket clerk at St. Louis, and later served successively as city passenger agent at Cincinnati, Ohio, and Kansas City, Mo., traveling auditor at

Everett G. Baker

St. Louis, passenger representative at Tulsa, Okla., station passenger agent at Kansas City, assistant to advertising manager at St. Louis, and city passenger agent at Chicago. In 1922 he became district passenger agent at Chicago, going to St. Louis in 1925 as division passenger agent, which position he held until his appointment as assistant general passenger agent at Kansas City in 1927. Two years later Mr. Baker was made assistant general freight and passenger agent, and in 1935 was transferred back to St. Louis as assistant general passenger agent. He was promoted to general passenger agent at that point in 1937, being advanced to passenger traffic manager there in October, 1944. He became general passenger traffic manager at St. Louis in July, 1947, in which capacity he was serving at the time of his promotion. Mr. Baker is chairman of the executive committee of the American Association of Passenger Traffic Officers.

Jack E. Andrews, general Southern freight agent of the Norfolk Southern, at Atlanta, Ga., has been elevated to the newly-created position of freight traffic manager in charge of sales and service, at Norfolk, Va. Mr. Andrews was born at Montgomery, Ala., and received his education in the Atlanta public schools, Technical high school and Crichton Business College, both in Atlanta, and the Atlanta Law School. Sub-

Jack E. Andrews

sequently he majored in traffic management at La Salle Extension University. He began his service with the N. S. in 1942 as traveling freight agent and was promoted successively to general agent and general Southern freight agent. Prior to 1942 Mr. Andrews was associated for 16 years with the Merchants & Miners Transportation Co., at Atlanta, Boston, Mass., and Miami, Fla.

Graham M. French, traveling passenger agent of the Great Northern, with headquarters at Los Angeles, Cal., has been appointed general agent, passenger department, in charge of the city ticket office at St. Paul, Minn., succeeding the late **W. G. Mitsch.**

Paul C. Ivory, assistant ticket agent in the Great Northern's city ticket office at Chicago, has been appointed district passenger agent at Detroit, Mich.

Paul G. Bohlsen, whose appointment as assistant freight traffic manager in charge of the Chicago, Burlington & Quincy's commerce department at Chicago, was reported in the *Railway Age* of January 7, was born at Wausa, Neb., on November 22, 1904. Mr. Bohlsen attended Omaha, Neb., Technical High School, and entered railroad service there with the Burlington in April, 1923, as clerk in the general freight office. After serving in various stenographic and clerical positions at Omaha, he was transferred to Chicago in June, 1945, as chief clerk to assistant general freight traffic manager. The following August he was advanced to office manager, general freight office, and in January, 1946, was named assistant general freight agent at Chicago, which post he held at the time of his new appointment.

MECHANICAL

J. H. Heron, whose appointment as superintendent of motive power of the Great Northern at St. Paul, Minn., was reported in the *Railway Age* of December 24, joined the G. N. as a draftsman at St. Paul in 1936, and two years later became fuel supervisor at Spokane. He was appointed shop superintendent at Great Falls, Mont., in 1941. During World War II Mr. Heron served with the Military Railway Service, sub-

J. H. Heron

sequently returning to the G. N. In 1945 he was advanced to assistant to the general superintendent of motive power, which position he held at the time of his recent promotion.

PURCHASES & STORES

Rex Bostwick, purchasing agent and general storekeeper of the Chicago, Indianapolis & Louisville at Lafayette, Ind., will retire from active duty on March 31, after 34 years of service. Mr. Bostwick is to be succeeded by **W. Paul Sullivan,** land and tax commissioner at Lafayette, who assumes the duties of purchasing agent in addition to his other responsibilities, with the title of purchasing and tax agent. Born at Atchison, Kan., October 20, 1889, Mr. Bostwick entered railroad service in May, 1908, as a laborer on the Missouri Pacific in his home town. After holding various clerical posts from 1908 to 1913, he was appointed division storekeeper at Coffeyville, Kan., and subsequently served in the same capacity at Van Buren, Ark., and Jefferson City, Mo. He joined the Monon in February, 1915, as chief accountant at Lafayette, becoming chief clerk at that point the following May. He was transferred to South Hammond,

Ind., in December, 1915, as storekeeper, and was appointed to the same position at Bloomington, Ind., in 1917. The next year he returned to Lafayette as general storekeeper, and in January, 1946, was appointed also purchasing agent at that point.

Mr. Sullivan was born on June 14, 1896, at Romney, Ind., where he attended high school. He subsequently studied at Lafayette Business College, entering railroad service with the Monon in 1909 as section laborer. From 1914 to 1915 he served as a stenographer in the local freight office of the Cleveland, Cincinnati, Chicago & St. Louis at Lafayette, and later re-joined the Monon in that capacity. In 1917 he left that road to serve in France in the Motor Transportation Corps, American Expeditionary Force. He was appointed chief clerk of roadway for the Monon in 1919, chief clerk to engineer maintenance of way in 1920, and chief clerk to chief engineer in 1937. Mr. Sullivan became assistant to chief engineer in March, 1940, was advanced to chief engineering assistant and land and tax agent in January, 1943, and to land and tax commissioner in September, 1947.

ENGINEERING & SIGNALING

T. M. Mouring has been appointed assistant to the chief engineer of the Maryland & Pennsylvania, with headquarters at Baltimore, Md.

George H. Echols, whose appointment as chief engineer, maintenance of way and structures, of the Southern at Knoxville, Tenn., was reported in the *Railway Age* of January 7, was born on June 17, 1901, at Milledgeville, Ga., and was graduated from Georgia Institute of Technology in 1923. He entered the service of the Southern on May 1, 1924, as

George H. Echols

a junior engineer at Macon, Ga., serving there subsequently as assistant engineer. In July, 1926, he was promoted to assistant track supervisor at Rome, Ga., and four years later was appointed track supervisor at Jacksonville, Fla. He was promoted to assistant division engineer at Atlanta in March, 1935, and became division engineer at Atlanta, Ga., in 1946.

George A. Belden, who has been appointed assistant chief engineer of the Central of Georgia at Savannah, Ga., (not assistant engineer, as reported in the *Railway Age* of January 7) was born in Upper Montclair, N. J., and is a graduate of Cornell University in civil engineering. He entered railroad service in 1907 with the Erie, serving as supervisor's clerk, rodman and foreman. In 1912 he joined the C. of Ga. as drafts-

George A. Belden

man and was promoted to assistant engineer in 1914; architect in 1917; and engineer bridges and buildings in 1937. Mr. Belden held the latter position until his recent appointment to the newly-created position of assistant chief engineer. He is chairman of the Georgia State Board of Registration for Professional Engineers and Land Surveyors.

The positions of engineer maintenance of way and engineer bridges and buildings have been discontinued.

John McClure Salmon, Jr., whose appointment as chief engineer of the Clinchfield, with headquarters at Erwin, Tenn., was reported in the *Railway Age* of January 7, was born at St. Louis, Mo., on December 10, 1903. Mr. Salmon received his B. S. degree in civil engineering from Purdue University in 1925. While attending school he worked summers for the Louisville & Nashville, and in April, 1926, entered the valuation engineer's office of the L. & N. at Louisville, Ky., serving as draftsman and estimator there until 1930. Subsequently he held positions in the bridge engineer's office at Louisville as draftsman, detailer and designer, and in 1938 was appointed assistant supervisor of bridges and buildings, Louisville division, at Louisville. He was made assistant division engineer, Cumberland Valley division, at Middlesboro, Ky., in March, 1941, and was advanced to assistant system bridge inspector in October, 1943. Mr. Salmon held the latter post at the time of his recent appointment on the Clinchfield.

SPECIAL

C. C. Houston, chief employment officer of the Chicago & North Western, has retired after more than 34 years of service with that road.

L. G. Mosher has been appointed assistant director of personnel of the New York, Chicago & St. Louis (Nickel Plate) at Cleveland, Ohio.

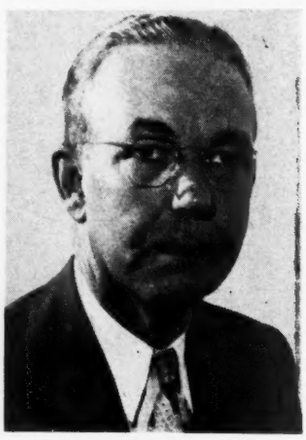
OBITUARY

Dr. Wayland A. Morrison, medical director—system—of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal., died recently in that city at the age of 61.

W. G. Mitsch, general agent, passenger department, of the Great Northern at St. Paul, Minn., died recently.

George E. Emerson, who retired on January 1, 1942, as chief of motive power and equipment of the Baltimore & Ohio and the Alton at Baltimore, Md., died in Union Memorial Hospital, Baltimore, on January 12, at the age of 80.

Frank O. Marshall, chief engineer of the Pullman Company at Chicago, died on January 11 at his home in Hinsdale, Ill. Mr. Marshall was a graduate of the University of Cincinnati. He entered the service of Pullman in June, 1914, hold-



Frank O. Marshall

ing various positions until 1924, when he was appointed assistant superintendent of yards. In 1928 he became development engineer and in 1937 was advanced to assistant chief engineer. He had served as chief engineer since September, 1946.

L. E. Smith, assistant division engineer of the Atchison, Topeka & Santa Fe at Fesno, Cal., died recently.

Harry W. Lewis, who retired on August 1, 1937, as signal engineer of the Lehigh Valley at Bethlehem, Pa., died of a heart attack at his home in that city on January 10, in his 82nd year. Mr. Lewis was one of the founders of the Eastern Signal Engineers in 1907.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total				1949	1948
Akron, Canton & Youngstown	Nov.	171	308,434	69	320,603	66,521	40,092	28,072	105,843	267,682	83.5	52,921	23,984	22,619	80,372
	11 mos.	171	4,036,454	696	4,203,206	800,111	492,929	309,004	1,310,134	3,201,551	76.2	1,001,655	414,065	448,634	1,036,213
Atchison, Topeka & Santa Fe System	Nov.	13,102	34,409,634	3,309,999	41,316,842	5,391,683	7,610,644	961,488	12,394,390	28,072,470	67.94	13,244,372	6,438,832	6,780,026	6,085,933
	11 mos.	13,103	359,947,331	43,943,633	443,320,029	71,740,786	85,293,138	10,670,329	147,049,428	333,983,083	75.34	109,336,946	56,184,480	50,843,884	63,624,938
Atlanta & St. Andrews Bay	Nov.	82	236,520	1,923	244,518	21,767	15,498	6,572	49,957	105,210	43.0	139,308	46,980	66,509	42,275
	11 mos.	82	1,886,984	17,338	1,970,523	285,385	163,057	73,929	500,706	1,141,925	58.1	825,598	303,214	351,460	435,665
Atlanta & West Point	Nov.	93	248,673	29,241	316,112	32,752	48,484	13,089	152,782	270,461	85.6	45,651	21,635	3,642	5,403
	11 mos.	93	2,780,773	493,505	3,697,563	425,938	542,721	154,240	1,826,894	3,205,493	86.7	492,070	257,217	24,188	154,578
Western of Alabama	Nov.	133	268,412	28,616	326,513	35,363	56,674	13,092	138,718	265,435	81.3	61,078	31,748	21,516	30,097
	11 mos.	133	2,896,565	485,175	3,708,653	449,296	603,599	154,297	1,615,605	3,056,119	82.4	652,534	378,497	264,352	407,495
Atlantic & Danville	Nov.	205	93,383	.....	95,821	21,818	8,161	7,838	39,899	89,448	93.3	6,376	9,027	—16,555	.....
	11 mos.	205	337,815	.....	343,574	85,592	25,783	33,554	159,712	353,286	102.8	—9,712	25,508	—78,064	.....
Atlantic Coast Line	Nov.	5,526	7,868,740	1,023,681	9,628,650	1,599,139	1,690,250	302,602	3,941,567	7,979,844	82.9	1,648,806	500,000	1,152,741	139,704
	11 mos.	5,546	87,567,750	16,026,563	111,822,328	18,920,472	20,994,591	3,300,664	47,015,348	95,675,956	85.6	16,146,372	9,600,000	5,565,812	4,257,121
Charleston & Western Carolina	Nov.	343	347,706	1,668	357,320	52,848	31,832	14,963	163,774	273,277	76.5	84,043	20,000	68,567	75,663
	11 mos.	343	3,940,865	29,375	4,072,664	810,509	701,566	172,221	1,804,936	3,609,651	88.6	463,013	275,000	135,816	434,918
Baltimore & Ohio	Nov.	6,201.88	23,006,189	1,710,576	26,468,899	3,456,959	5,338,675	728,307	11,721,537	22,421,397	84.7	4,047,502	2,228,437	1,289,111	2,807,321
	11 mos.	6,201.88	287,483,475	19,838,023	326,646,842	41,274,469	66,876,870	8,068,085	138,331,140	269,216,351	82.4	57,430,491	25,649,936	25,090,318	40,712,772
Staten Island Rapid Transit	Nov.	29	180,713	44,704	227,757	39,349	37,441	1,711	124,300	221,498	97.3	6,259	32,282	—43,083	—32,644
	11 mos.	29	1,953,647	573,960	2,579,900	434,213	426,610	18,306	1,374,824	2,554,530	99.0	25,370	363,129	—504,054	—445,096
Bangor & Aroostook	Nov.	602	774,498	35,307	848,924	166,179	156,219	15,837	213,852	599,528	70.6	249,396	115,722	83,250	324,848
	11 mos.	602	11,178,574	399,804	11,934,486	2,783,007	1,978,539	144,014	3,039,667	8,416,295	70.5	3,518,191	1,774,221	1,734,279	2,517,513
Bessemer & Lake Erie	Nov.	212	930,514	811	956,179	146,287	444,762	14,522	320,369	1,013,271	106.0	—57,092	102,338	93,317	774,224
	11 mos.	214	19,878,338	14,495	20,109,786	2,257,529	6,635,047	181,253	4,922,146	14,875,725	74.0	5,234,061	3,115,734	3,960,608	7,648,818
Boston & Maine	Nov.	1,712	5,258,592	1,027,844	6,873,435	1,095,080	951,686	102,839	2,999,871	5,434,006	79.1	1,439,429	566,075	477,149	809,862
	11 mos.	1,736	56,440,503	12,025,084	75,150,524	12,314,283	11,792,305	1,141,645	32,602,387	61,222,046	81.5	13,928,478	6,094,385	4,507,770	7,277,635
Burlington-Rock Island	Nov.	228	376,433	42,887	446,203	50,782	69,987	4,378	197,573	342,878	76.8	103,325	13,095	30,607	79,891
	11 mos.	228	3,742,173	551,521	4,558,338	572,202	497,088	52,446	1,784,544	3,138,739	68.9	1,419,599	110,750	628,652	611,337
Cambria & Indiana	Nov.	35.38	93,346	.....	93,392	9,171	48,657	758	21,473	88,756	95.03	4,636	34,500	49,520	66,647
	11 mos.	35.38	1,118,652	.....	1,119,124	158,755	761,140	9,414	230,954	1,266,774	113.19	—147,650	356,299	429,195	593,286
Canadian Pacific Lines in Maine	Nov.	234	283,825	28,263	333,729	109,123	57,544	6,503	170,599	354,511	106.2	—20,782	23,642	—95,483	—105,751
	11 mos.	234	4,338,757	477,529	5,105,195	1,178,871	851,073	80,412	2,069,265	4,319,792	84.6	785,403	274,119	—198,389	9,837
Canadian Pacific Lines in Vermont	Nov.	90	143,090	13,185	175,515	43,250	21,745	5,070	107,592	184,161	104.9	—8,646	11,145	—71,269	—182,667
	11 mos.	90	1,604,979	184,115	1,983,629	617,301	359,078	62,089	1,455,815	2,578,064	130.0	—594,435	143,279	—1,206,578	—1,220,209
Central of Georgia	Nov.	1,815.29	2,551,635	169,937	2,941,160	529,136	492,921	112,120	1,350,576	2,650,620	90.1	290,540	219,206	38,792	138,914
	11 mos.	1,815.29	26,958,829	2,490,236	32,018,185	5,406,725	5,156,272	1,211,874	15,367,374	28,997,338	90.6	30,208,847	2,306,897	358,669	1,758,521
Central of New Jersey	Nov.	411	2,262,108	467,733	2,936,142	400,480	426,190	49,929	1,503,378	2,539,496	86.5	396,646	348,252	—235,328	—417,174
	11 mos.	415	26,110,114	5,738,476	33,949,295	5,078,600	5,710,228	579,603	17,371,630	30,741,058	90.5	3,208,237	4,195,451	—4,145,703	—3,078,792
Central of Pennsylvania	Nov.	212	1,322,740	8,812	1,365,358	97,329	258,776	23,453	428,021	845,175	61.9	520,183	63,248	703,163	868,503
	11 mos.	212	15,275,573	155,038	15,814,076	1,553,810	2,951,755	255,025	4,955,268	10,185,532	64.4	5,628,544	693,960	7,882,665	9,626,870
Central Vermont	Nov.	422	673,000	47,000	791,000	161,509	141,381	15,218	362,588	716,866	90.6	74,134	44,968	—27,885	124,223
	11 mos.	422	7,468,000	688,000	8,747,000	1,714,248	1,579,303	169,854	3,805,394	7,682,011	87.8	1,064,989	527,874	54,036	776,650
Chesapeake & Ohio	Nov.	5,118	21,609,866	658,177	23,112,834	3,650,642	5,218,357	429,995	7,870,324	18,102,389	78.3	5,010,445	2,802,351	2,287,031	3,749,989
	11 mos.	5,108	232,010,583	8,909,319	252,761,967	39,331,510	53,824,308	5,864,164	91,489,196	202,727,881	80.2	50,034,086	26,922,150	24,251,565	43,551,354
Chicago & Eastern Illinois	Nov.	909	1,808,941	233,230	2,263,938	312,125	375,187	105,009	924,311	1,846,490	81.6	417,448	140,000	139,412	232,846
	11 mos.	909	20,016,724	3,142,128	25,581,730	3,634,722	4,620,534	1,151,701	10,782,800	21,739,762	85.0	3,841,968	1,546,918	965,825	1,991,270
Chicago & Illinois Midland	Nov.	130	739,427	666	758,065	81,322	125,523	23,587	195,254	459,221	60.6	298,844	117,243	170,172	238,020
	11 mos.	131	6,649,090	8,685	6,847,516	896,226	1,448,705	270,494	2,021,643	5,014,176	73.2	1,833,340	745,339	918,275	2,164,919
Chicago & North Western	Nov.	8,076	10,888,092	1,592,699	14,053,671	1,607,254	2,402,662	304,277	6,457,640	11,505,438	81.9	2,548,233	994,214	1,403,561	822,296
	11 mos.	909	20,016,724	3,142,128	25,581,730	25,067,977	31,510,864	3,428,457	75,812,464	144,251,624	90.8	14,627,246	11,173,729	1,699,878	9,401,647
Chicago, Burlington & Quincy	Nov.	8,873	17,268,276	1,317,855	20,376,637	2,010,710	3,196,084	407,681	6,593,438	12,891,000	63.3	7,485,637	3,322,867	3,441,059	3,153,230
	11 mos.	8,757	165,785,093	16,371,445	200,572,221	34,143,436	35,395,631	4,741,142	72,014,951	154,214,400	76.9	46,357,821	24,099,026	17,831,212	30,640,087
Chicago Great Western	Nov.	1,480	2,588,787	20,461	2,816,810	544,101	391,236	100,571	843,777	1,956,795	69.5	860,015	280,985	313,416	265,749
	11 mos.	1,491	27,270,900	315,857	29,554,321	6,643,240	3,486,347	1,128,365	10,295,120	22,414,734	75.8	7,139,587	2,267,687	2,337,101	3,354,558
Chicago, Indianapolis & Louisville	Nov.	541	1,368,467	69,420	1,518,095	170,357	234,599	68,496	523,775	1,083,554	71.4	434,541	234,521	111,978	39,642
	11 mos.	541	14,363,986	957,088	16,326,901	2,720,517	2,683,756	821,611	6,215,692	13,409,842	82.1	2,917,059	990,706	1,022,776	1,537,261
Chicago, Milwaukee, St. Paul & Pacific	Nov.	10,671	16,602,006	1,326,855	19,838,652	2,624,608	3,562,430	416,888	8,340,291	15,872,853	80.0	3,965,799	2,039,000	1,528,584	1,123,968
	11 mos.	10,671	180,923,942	17,754,724	219,630,888	35,542,425	40,830,755	4,664,347	94,550,573	185,613,569	84.5	34,017,319	18,425,000	10,587,555	14,660,152
Chicago, Rock Island & Pacific	Nov.	7,619	12,490,223	1,476,476	15,027,563	1,808,636	2,535,592	453,836	5,569,090	11,039,905	73.5	3,987,658	1,235,096	1,861,040	1,781,930
	11 mos.	7,622	138,615,928	19,307,086	169,984,881	22,653,144	27,204,439	5,019,347	61,905,213	124,448,807	73.2	45,536,074	19,334,361	18,200,328	19,761,115
Chicago, St. Paul, Minn. & Omaha	Nov.	1,617	2,466,613	153,679	2,829,290	357,719	347,905	54,602	1,326,914	2,203,114	77.9	626,176	—9,278	499,460	220,233
	11 mos.	1,617	24,548,753	2,169,233	29,012,968	4,220,362	4,543,395	621,966	14,414,954	25,113,792	86.6	3,899,176	1,764,742	866,781	1,495,705
Clinchfield	Nov.	317	1,453,155	2,537	1,468,187	121,605	254,150	32,619	372,666	809,790	55.2	658,397	174,875	566,930	562,710
	11 mos.	317	14,783,871	51,175	14,971,306	2,064,720	2,962,469	370,070	4,061,592	9,788,943	65.4	5,182,363	1,787,167	4,193,833	6,411,658

Continued on next page

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income 1949	1948
Colorado & Southern	Nov.	746	1,004,542	67,654	1,166,645	138,589	188,676	25,066	391,760	795,944	68.2	370,701	164,831	133,010	27,076
	11 mos.	745	10,265,571	854,328	12,089,994	1,834,051	2,077,808	277,615	4,684,187	9,433,362	78.0	2,656,632	1,281,910	840,283	672,626
Ft. Worth & Denver City	Nov.	902	1,573,503	94,246	1,780,450	165,082	149,848	42,646	493,841	922,287	51.8	858,163	272,926	457,631	300,221
	11 mos.	902	12,301,610	1,293,760	14,710,646	2,062,925	2,006,797	474,864	4,992,743	10,329,122	70.2	4,381,524	1,470,543	2,121,407	2,135,778
Colorado & Wyoming	Nov.	41	41,699	.....	81,090	7,826	20,474	1,024	41,764	80,193	98.8	897	8,192	—21,384	43,518
	11 mos.	41	1,201,959	.....	2,024,011	143,243	225,730	10,858	796,577	1,273,479	62.9	750,532	398,261	314,038	599,952
Columbus & Greenville	Nov.	168	170,680	6	176,491	35,252	13,175	4,368	45,483	114,133	64.7	62,358	32,600	31,132	787
	11 mos.	168	1,741,257	1,779	1,806,387	415,215	314,759	51,421	567,822	1,475,011	81.7	331,376	216,341	139,755	130,426
Delaware & Hudson	Nov.	794	3,565,479	146,636	3,821,219	472,188	846,275	67,353	1,667,527	3,222,394	84.3	598,825	337,104	296,534	558,952
	11 mos.	794	42,192,235	2,037,920	45,497,123	6,529,166	9,811,613	775,736	18,962,226	37,987,246	83.5	7,504,877	3,880,961	3,418,199	6,796,768
Delaware, Lackawanna & Western	Nov.	968	5,377,768	813,903	6,718,403	660,484	999,239	164,293	2,903,318	4,942,268	73.6	1,776,135	845,270	930,648	1,058,111
	11 mos.	969	59,065,413	9,042,243	73,944,789	9,649,905	12,763,556	1,681,035	33,301,509	59,928,686	81.0	14,016,103	7,165,648	6,443,814	10,236,708
Denver & Rio Grande Western	Nov.	2,413	5,121,808	196,069	5,565,545	638,660	1,036,524	146,017	1,946,573	4,024,459	72.3	1,541,086	734,385	852,797	864,178
	11 mos.	2,426	54,696,655	2,952,507	60,477,968	8,609,045	11,177,732	1,752,689	21,852,862	46,334,694	76.6	14,143,274	6,488,052	7,636,313	11,338,800
Detroit & Mackinac	Nov.	232	172,733	349	181,685	38,110	20,006	1,919	36,121	104,090	57.3	77,595	28,692	42,250	10,944
	11 mos.	232	1,670,465	7,802	1,779,734	353,110	244,004	21,833	381,115	1,083,693	60.9	696,041	271,623	393,436	507,900
Detroit & Toledo Shore Line	Nov.	50	447,756	.....	450,639	77,582	48,159	12,712	146,736	295,594	65.6	155,045	39,668	39,284	84,666
	11 mos.	50	5,402,691	.....	5,430,000	630,717	518,751	143,357	1,698,359	3,114,420	57.4	2,315,580	713,291	775,926	979,984
Detroit, Toledo & Ironton	Nov.	464	1,141,742	454	1,174,386	139,824	189,761	24,169	340,005	727,657	62.0	446,729	157,557	244,548	414,326
	11 mos.	464	13,357,549	6,776	13,821,976	1,833,235	2,557,566	265,094	3,711,082	8,776,958	63.5	5,045,018	1,979,296	2,605,696	3,103,170
Duluth, Missabe & Iron Range	Nov.	574	140,176	1,393	199,746	548,733	523,720	8,219	404,333	1,555,647	778.8	—1,355,901	—502,193	—861,150	631,030
	11 mos.	574	32,791,321	49,128	38,514,156	6,802,559	6,008,097	89,038	10,835,238	24,449,229	63.5	14,064,927	7,294,510	6,784,231	11,042,325
Duluth, Winnipeg & Pacific	Nov.	175	376,000	1,000	380,800	64,377	43,283	4,362	152,485	270,685	71.1	110,115	27,928	53,726	—23,981
	11 mos.	175	3,057,000	27,300	3,128,600	785,350	483,459	46,825	1,429,876	2,812,629	89.9	315,971	256,584	—245,064	128,210
Elgin, Joliet & Eastern	Nov.	238	1,845,483	9	2,299,096	100,709	333,361	24,157	833,654	1,396,685	60.7	902,411	397,756	420,906	733,605
	11 mos.	238	31,457,601	61	38,248,522	3,501,674	6,849,476	302,216	13,211,700	25,084,049	65.6	13,164,473	5,118,048	5,501,029	7,306,716
Erie	Nov.	2,231	10,463,544	666,190	11,905,605	1,246,545	2,030,075	308,252	5,080,524	9,227,091	77.5	2,678,514	1,126,942	1,109,956	1,890,298
	11 mos.	2,230	120,440,132	6,930,493	136,925,372	18,904,126	24,802,650	3,460,328	58,190,602	112,018,678	81.8	24,906,694	11,285,016	9,288,506	18,599,633
Florida East Coast	Nov.	574	1,395,219	388,108	1,946,588	415,921	349,259	60,575	667,542	1,618,425	83.1	328,163	284,131	—12,520	142,404
	11 mos.	575	15,525,037	5,875,952	23,485,335	4,342,306	4,298,734	703,115	8,841,068	19,973,047	85.0	3,512,288	2,874,639	—420,188	1,545,290
Georgia Railroad	Nov.	326	613,928	19,000	678,224	88,576	103,942	25,682	302,083	551,049	81.2	127,175	38,053	76,363	103,751
	11 mos.	326	6,534,214	330,219	7,329,713	1,055,753	1,088,321	311,554	3,520,683	6,303,376	86.0	1,026,337	378,426	787,264	1,186,418
Georgia & Florida	Nov.	408	190,916	Dr 344	192,582	62,501	34,260	14,323	94,756	216,899	112.6	— 24,317	15,289	—51,998	—53,088
	11 mos.	408	2,511,174	730	2,544,378	759,547	387,588	170,083	1,106,032	2,546,961	100.1	— 2,583	174,156	—342,252	—128,999
Grand Trunk Western	Nov.	971	3,216,000	196,000	3,716,000	576,692	736,589	64,089	1,796,203	3,327,405	89.5	388,595	250,910	23,519	307,251
	11 mos.	971	38,018,000	2,079,000	42,924,000	7,248,047	7,492,736	706,504	19,259,345	36,388,334	84.8	6,535,666	2,734,282	2,612,112	4,858,128
Canadian Natl. Lines in New Engl.	Nov.	172	145,000	3,000	162,000	59,623	21,310	2,914	122,310	216,986	134.0	— 54,986	22,576	—105,521	—106,461
	11 mos.	172	1,484,000	116,000	1,882,000	739,678	444,872	31,642	1,287,322	2,631,522	139.8	—749,522	248,336	—1,306,918	—1,142,678
Great Northern	Nov.	8,318	14,667,525	820,080	16,747,507	2,756,217	2,905,966	323,416	6,009,158	12,637,331	75.5	4,110,176	2,020,022	1,793,411	2,688,301
	11 mos.	8,318	171,549,728	10,742,137	197,416,246	36,785,890	32,002,340	3,836,915	69,318,993	149,003,866	75.5	48,412,380	24,551,137	20,321,221	27,029,210
Green Bay & Western	Nov.	224	313,117	.....	316,650	51,167	25,464	18,100	90,212	197,244	62.3	119,406	47,001	55,871	99,501
	11 mos.	224	3,216,162	330	3,284,117	907,126	365,015	202,135	1,042,264	2,657,980	80.9	626,136	291,103	149,672	289,227
Gulf, Mobile & Ohio	Nov.	2,901	5,343,589	390,664	6,163,383	1,080,200	1,156,965	214,576	1,940,593	4,719,155	76.6	1,444,228	586,286	559,552	691,815
	11 mos.	2,901	57,405,072	4,827,232	66,831,982	11,731,382	11,747,824	2,487,951	21,636,019	50,954,615	76.2	15,877,367	6,454,301	6,418,756	8,471,588
Illinois Central	Nov.	6,542	18,318,490	1,731,744	22,332,982	3,449,330	3,259,894	439,539	8,104,501	16,107,377	72.1	6,225,605	3,003,953	2,769,184	2,255,926
	11 mos.	6,546	186,833,510	21,868,757	232,085,110	41,472,428	38,899,975	4,930,035	85,130,656	180,468,542	77.8	51,616,568	27,091,235	22,521,678	26,694,978
Illinois Terminal	Nov.	474	763,579	106,149	974,681	143,364	121,950	38,925	375,657	725,647	74.45	249,034	109,466	120,230	168,801
	11 mos.	474	8,475,918	1,216,857	10,818,797	1,682,601	1,422,925	409,185	4,288,344	8,298,401	76.70	2,520,396	1,197,608	1,208,462	1,866,677
Kansas City Southern	Nov.	891	2,911,040	95,840	3,281,497	247,403	417,099	89,461	967,836	1,829,044	55.7	1,452,453	498,000	695,512	837,607
	11 mos.	891	32,387,400	1,141,505	36,405,710	3,084,311	4,266,314	1,007,758	10,618,745	20,302,114	55.8	16,103,596	5,679,000	8,301,007	9,353,515
Kansas, Oklahoma & Gulf	Nov.	327	475,800	732	479,092	40,328	28,874	16,425	110,736	215,009	44.9	264,083	114,316	127,708	118,896
	11 mos.	327	4,665,676	8,082	4,708,650	663,712	388,572	182,959	1,287,037	2,736,109	58.1	1,972,541	882,206	796,595	1,016,143
Lake Superior & Ishpeming	Nov.	156	77,951	45	95,007	36,140	44,094	1,710	58,614	151,910	159.9	—56,903	25,213	—76,901	83,429
	11 mos.	156	2,734,650	910	3,298,939	519,678	514,080	19,436	781,305	1,938,526	58.8	1,360,413	706,213	686,559	878,806
Lehigh & Hudson River	Nov.	96	212,999	.....	213,252	32,418	21,120	8,848	80,386	151,946	71.3	61,306	24,659	14,440	30,790
	11 mos.	96	2,520,807	.....	2,525,903	414,169	343,275	98,450	989,633	1,944,390	77.0	581,513	244,189	114,820	300,142
Lehigh & New England	Nov.	191	772,294	.....	777,249	66,983	95,565	13,260	172,618	377,196	48.5	400,053	174,437	242,183	208,144
	11 mos.	191	7,057,124	.....	7,115,586	1,029,678	1,134,104	122,247	1,865,628	4,489,057	63.1	2,626,529	1,237,948	1,605,589	1,936,271
Lehigh Valley	Nov.	1,252	5,189,036	333,738	5,807,757	669,969	985,268	138,978	2,380,707	4,404,826	75.8	1,402,931	403,390	807,528	1,179,094
	11 mos.	1,252	56,924,939	3,574,539	63,645,903	8,874,080	10,979,213	1,526,483	27,754,598	51,812,142	81.4	11,833,761	4,481,293	5,435,690	8,896,524
Long Island	Nov.	376	1,146,190	2,592,622	3,922,180	542,737	759,537	17,373	2,175,606	3,580,884	91.3	341,296	453,671	—366,615	—983,828
	11 mos.	376	12,287,590	31,872,741	46,193,249	6,065,344	8,482,702	304,998	24,692,971	41,082,880	88.9	5,110,369	5,035,202	—2,808,153	—3,148,031

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income 1949	Net railway operating income 1948
Long Island	Nov.	376	1,146,190	2,592,622	3,922,180	542,737	759,537	17,373	2,175,606	3,580,884	91.3	341,296	453,671	—366,615	—983,828
	11 mos.	376	12,287,590	31,872,741	46,193,249	6,065,344	8,482,702	304,998	24,692,971	41,082,880	88.9	5,110,369	5,035,202	—2,808,153	—3,148,031

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income 1949	Net railway operating income 1948
Louisiana & Arkansas	Nov.	756	1,551,100	57,400	1,683,016	165,636	180,219	49,674	497,497	945,461	56.2	737,555	287,153	362,634	246,440
	11 mos.	756	15,568,213	680,085	17,000,399	2,036,466	1,950,833	552,170	5,433,837	10,596,180	62.3	6,404,219	2,529,212	3,060,061	3,292,544
Louisville & Nashville	Nov.	4,783	12,066,819	818,371	13,748,357	1,916,298	2,752,110	289,757	5,797,031	11,316,106	82.3	2,432,251	1,947,479	914,599	2,069,843
	11 mos.	4,776	139,558,711	12,372,256	161,868,659	24,781,031	34,526,638	3,286,258	68,356,634	137,322,689	84.8	24,545,970	18,010,892	11,310,365	19,670,849
Maine Central	Nov.	981	1,554,003	123,956	1,809,674	360,870	339,145	14,428	700,922	1,479,414	81.8	330,260	140,565	130,811	255,447
	11 mos.	981	19,062,427	1,702,151	22,161,616	3,961,759	4,511,420	205,624	7,934,957	17,366,226	78.4	4,795,390	2,379,250	1,986,282	2,260,487
Midland Valley	Nov.	334	173,903	5	177,551	34,773	23,062	3,705	56,193	125,369	70.6	52,182	14,475	19,353	28,331
	11 mos.	334	1,747,530	91	1,781,833	408,270	219,462	39,021	596,415	1,339,209	75.2	442,624	179,888	155,558	206,041
Minneapolis & St. Louis	Nov.	1,421	1,706,814	7,193	1,758,293	222,784	268,246	113,194	505,829	1,205,556	68.6	552,737	247,003	256,108	415,530
	11 mos.	1,421	16,829,559	103,971	17,452,817	3,279,090	2,863,435	1,214,705	5,836,465	14,217,001	81.5	3,235,816	1,711,816	1,271,555	1,977,277
Minneapolis, St. Paul & S. S. Marie	Nov.	3,224	2,725,064	83,475	2,960,982	523,984	425,655	64,214	1,197,652	2,319,099	78.3	641,883	420,765	151,292	211,498
	11 mos.	3,224	29,931,136	1,254,878	33,043,490	6,623,665	5,344,353	712,557	13,373,731	27,182,442	82.3	5,861,048	3,143,162	2,074,922	2,538,700
Duluth, South Shore & Atlantic	Nov.	539	384,796	6,986	413,263	77,181	92,324	18,062	222,360	426,821	103.3	—13,558	24,215	—45,954	37,912
	11 mos.	539	4,791,180	136,265	5,237,948	1,405,222	1,095,785	199,285	2,306,010	5,208,751	99.4	29,197	297,351	—440,169	718,541
Spokane International	Nov.	152	149,923	650	164,166	33,309	52,897	4,084	53,548	151,959	92.6	12,207	4,997	—5,017	42,064
	11 mos.	152	1,727,377	13,887	1,869,500	445,549	268,094	44,644	750,822	1,603,508	85.8	265,992	117,505	4,544	192,555
Mississippi Central	Nov.	148	185,411	210	190,010	49,927	25,366	12,003	54,167	150,954	79.4	39,056	15,401	10,368	32,665
	11 mos.	148	1,999,124	706	2,046,185	556,501	251,524	136,325	543,549	1,589,120	77.7	457,065	190,439	126,703	295,990
Missouri-Illinois	Nov.	172	370,256	290	372,325	75,461	52,293	7,097	98,727	241,612	64.9	130,713	16,719	108,101	97,059
	11 mos.	172	3,749,151	2,492	3,774,988	727,322	519,008	76,858	1,050,258	2,452,343	65.0	1,322,645	381,834	862,332	938,288
Missouri-Kansas-Texas Lines	Nov.	3,253	5,519,136	341,809	6,360,857	897,200	912,465	222,409	2,275,550	4,579,816	72.0	1,781,011	717,247	763,734	846,271
	11 mos.	3,253	59,668,750	4,155,182	69,160,583	9,921,478	9,875,810	2,435,760	25,771,290	51,113,824	73.9	18,046,759	7,191,006	6,951,843	8,403,741
Missouri Pacific	Nov.	7,004	13,275,234	684,491	15,394,940	2,854,352	2,659,847	387,265	6,188,944	12,649,099	82.2	2,745,841	894,024	1,458,612	2,252,734
	11 mos.	7,005	133,367,603	9,346,641	156,738,034	27,735,362	28,955,532	4,406,534	62,426,651	129,367,936	82.5	27,370,098	9,821,906	13,147,927	24,638,941
Gulf Coast Lines	Nov.	1,712	2,819,387	73,925	3,056,456	520,317	325.623	68,709	974,602	2,000,434	65.5	1,056,022	249,949	595,318	519,094
	11 mos.	1,713	31,873,527	1,002,757	34,728,540	6,128,115	4,327,657	872,160	11,886,609	24,514,472	70.6	10,214,068	2,832,010	5,053,720	6,730,461
International-Great Northern	Nov.	1,110	2,131,188	135,109	2,501,340	498,357	399,813	47,060	962,755	2,010,260	80.4	491,080	103,647	268,707	298,369
	11 mos.	1,110	23,478,003	1,683,479	27,819,092	5,239,605	4,453,035	562,313	11,729,172	23,128,627	83.1	4,690,465	1,237,044	2,148,400	2,308,168
Monongahela	Nov.	170	399,465	1,184	404,060	29,413	49,977	874	158,936	243,981	60.4	160,079	43,704	33,163	109,224
	11 mos.	170	5,208,973	11,816	5,265,897	728,309	651,871	10,827	1,864,410	3,326,784	63.2	1,939,113	470,302	403,100	1,418,647
Montour	Nov.	51	180,010	.....	180,185	12,967	49,797	737	58,037	131,061	72.7	49,124	28,313	34,809	52,034
	11 mos.	51	2,228,143	.....	2,241,725	262,793	681,639	8,967	716,568	1,779,523	79.4	462,202	465,729	527,091	762,075
Nashville, Chatt. & St. Louis	Nov.	1,049	2,302,213	124,482	2,667,584	416,539	384,786	97,880	1,010,087	2,014,075	75.5	653,509	266,847	376,551	308,603
	11 mos.	1,049	24,784,419	1,906,817	29,404,312	5,072,512	4,024,948	1,145,854	11,855,029	23,325,445	79.3	6,078,867	3,078,783	2,973,046	2,635,271
New York Central	Nov.	10,727	41,303,091	11,271,290	58,708,555	6,404,587	11,697,958	911,049	25,877,551	47,739,918	81.3	10,968,637	4,226,240	5,356,124	3,177,357
	11 mos.	10,727	457,776,470	111,059,025	636,319,990	84,662,231	128,162,458	10,806,824	290,362,627	546,861,471	85.9	89,458,519	47,710,270	26,383,011	33,584,200
Pittsburgh & Lake Erie	Nov.	221	1,834,608	76,950	1,997,050	236,695	597,925	64,404	861,511	1,931,461	96.7	65,589	411,907	393,481	699,554
	11 mos.	221	31,264,236	892,804	33,604,894	4,483,931	10,376,364	732,511	12,822,236	30,417,705	90.5	3,187,189	4,830,396	5,104,632	8,994,280
New York, Chicago & St. Louis	Nov.	1,686.98	7,615,458	109,724	7,922,416	857,718	961,292	209,461	2,812,122	5,135,706	64.8	2,786,710	1,065,076	1,398,546	1,400,991
	11 mos.	1,686.98	84,157,839	1,374,606	87,774,309	12,064,906	13,591,705	2,396,508	32,217,166	63,668,090	72.5	24,106,219	9,448,301	11,034,461	15,280,742
New York, New Haven & Hartford	Nov.	1,797	6,448,862	4,195,964	11,716,530	1,866,063	1,975,239	239,383	4,944,777	9,715,102	82.9	2,001,428	780,000	378,021	886,296
	11 mos.	1,798	74,299,774	45,672,404	132,421,160	19,497,430	20,167,942	2,616,529	56,106,328	106,687,735	80.6	25,733,425	10,140,000	7,569,568	9,972,862
New York Connecting	Nov.	21	175,464	.....	192,489	88,410	14,769	.....	51,173	156,927	81.5	35,562	62,127	—4,386	75,626
	11 mos.	21	2,004,881	.....	2,154,191	828,925	251,368	.....	604,659	1,713,151	79.5	441,040	613,949	95,364	709,674
New York, Ontario & Western	Nov.	544	522,208	1,591	562,321	82,765	94,095	27,205	262,206	495,434	88.1	66,887	41,828	—46,468	—14,559
	11 mos.	544	5,610,748	141,052	6,203,640	1,066,542	981,743	315,340	2,972,513	5,700,683	91.9	502,957	427,535	—664,245	—835,504
New York, Susquehanna & Western	Nov.	120	319,306	41,194	371,600	50,723	50,150	6,163	176,627	310,888	83.7	60,712	31,798	—88	81,455
	11 mos.	120	3,574,650	452,799	4,158,686	521,785	596,786	66,559	1,876,361	3,329,712	80.1	828,974	350,201	187,019	481,792
Norfolk & Western	Nov.	2,129	11,827,740	352,230	12,616,572	1,837,240	1,914,109	246,298	4,043,084	8,552,897	67.8	4,063,675	2,191,916	2,401,475	2,713,918
	11 mos.	2,129	125,280,485	5,038,585	136,236,792	20,909,340	29,724,530	2,920,780	45,325,086	104,775,602	76.9	31,461,190	19,562,739	18,712,672	35,993,543
Norfolk Southern	Nov.	683	732,509	397	753,269	164,952	84,816	38,756	245,743	596,654	79.2	156,615	92,071	36,813	61,366
	11 mos.	683	7,761,239	3,623	8,017,389	1,641,707	995,350	467,729	2,702,806	6,445,955	80.4	1,571,434	825,064	518,996	871,976
Northern Pacific	Nov.	6,889	11,444,789	409,041	12,839,794	2,247,350	2,168,106	247,433	4,672,723	9,925,819	77.3	2,913,975	1,729,532	1,532,214	1,925,497
	11 mos.	6,889	120,957,497	6,770,022	138,374,931	26,532,334	26,847,892	2,899,236	51,904,864	115,101,336	83.2	23,273,595	15,723,449	10,887,852	18,658,179
Northwestern Pacific	Nov.	331	726,499	7,607	763,641	174,600	97,041	3,480	346,525	636,247	83.3	127,394	41,424	21,417	19,498
	11 mos.	331	7,351,624	62,636	7,711,756	1,924,658	959,330	49,633	3,584,300	6,668,956	86.5	1,042,800	438,013	98,021	531,604
Pennsylvania	Nov.	10,142	46,038,573	11,148,629	63,198,831	6,526,650	12,451,847	1,144,179	28,922,043	51,673,867	81.8	11,524,964	5,103,197	5,386,469	7,002,496
	11 mos.	10,142	569,828,767	135,620,338	778,447,435	99,636,182	170,228,602	13,648,122	353,350,344	668,581,725	85.9	109,865,710	59,486,825	34,463,472	65,508,335
Pennsylvania-Reading Seashore Lines	Nov.	386	488,306	120,349	627,845	104,638	57,839	9,430	533,512	729,952	116.3	—102,107	84,796	—294,580	—523,198
	11 mos.	386	5,191,228	3,129,706	8,628,058	1,934,984	1,434,310	119,642	6,502,349	10,316,826	119.6	—1,688,768	986,666	—4,035,512	—2,796,626
Pittsburg & Shawmut	Nov.	97	193,066	.....	193,800	25,896	51,991	2,355	55,132	142,924	73.7	50,876	19,833	27,243	11,108
	11 mos.	97	1,973,594	.....	1,982,970	383,342	416,053	34,163	560,056	1,478,816	74.6	504,154	178,962	318,732	386,518

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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equip-ment	Traffic	Trans-portation	Total				1949	1948
Pittsburgh & West Virginia	Nov.	135	456,733	.....	479,371	98,709	97,694	35,976	135,236	399,122	83.2	80,249	48,791	71,433	160,799
	11 mos.	135	6,546,071	646	6,756,351	1,408,689	1,348,214	445,066	1,784,253	5,352,807	79.2	1,403,544	863,572	1,040,151	1,796,553
Reading	Nov.	1,321	7,761,503	587,065	8,785,652	1,303,444	1,611,957	131,317	3,729,365	7,060,524	80.4	1,725,128	783,980	782,332	1,257,184
	11 mos.	1,324	88,585,194	6,829,095	100,580,482	16,194,665	20,161,724	1,456,443	41,926,538	83,125,225	82.6	17,455,257	8,823,719	8,440,874	13,028,948
Richmond, Fredericksburg & Potomac	Nov.	118	1,101,782	369,357	1,670,543	221,213	259,242	20,886	681,062	1,283,948	76.9	386,595	216,604	109,528	34,317
	11 mos.	118	12,448,128	5,582,273	20,345,970	3,135,512	3,468,881	227,891	8,733,257	16,903,379	83.1	3,442,591	1,953,762	705,443	2,175,596
Rutland	Nov.	407	352,649	26,967	442,898	85,971	76,096	14,923	212,100	407,433	92.0	35,465	30,334	—13,748	—21,967
	11 mos.	407	3,884,669	347,986	5,032,148	878,459	939,109	156,705	2,722,112	4,894,574	97.3	137,574	324,579	—397,841	65,819
Sacramento Northern	Nov.	271	142,809	.....	160,387	54,559	16,501	2,329	69,192	151,009	94.2	9,378	9,537	—18,176	—36,027
	11 mos.	271	1,970,721	342	2,040,864	833,081	214,551	24,187	774,360	1,937,058	94.9	103,806	139,190	—175,004	—381,554
St. Louis-San Francisco	Nov.	4,645	8,053,534	492,176	9,182,522	1,438,767	1,688,267	232,799	3,388,751	7,153,863	77.9	2,028,659	1,031,482	1,061,394	709,988
	11 mos.	4,645	84,599,880	5,981,922	97,687,329	16,530,285	16,863,673	2,574,734	38,523,234	78,854,687	80.7	18,832,642	9,651,211	9,139,310	10,417,257
St. Louis, San Francisco & Texas	Nov.	159	412,645	10,639	448,185	45,717	33,992	15,455	128,880	233,743	52.2	214,442	71,524	95,172	84,112
	11 mos.	159	3,825,675	116,699	4,175,879	605,008	367,212	175,482	1,663,472	2,920,564	69.9	1,255,315	369,456	402,858	545,239
St. Louis Southwestern Lines	Nov.	1,569	5,277,108	60,725	5,531,047	549,876	503,331	142,965	1,555,740	2,923,620	52.9	2,607,427	1,114,123	1,218,029	1,184,944
	11 mos.	1,569	52,681,515	703,891	55,436,228	7,338,949	6,855,941	1,561,327	17,601,626	35,275,846	63.6	20,160,382	8,601,761	9,156,994	10,981,197
Seaboard Air Line	Nov.	4,150	8,312,906	912,863	9,980,620	1,509,980	1,795,723	315,720	3,708,278	7,771,481	77.9	2,209,139	1,055,865	979,521	835,004
	11 mos.	4,151	90,312,162	13,630,311	112,012,081	18,133,177	20,913,822	3,505,587	42,465,268	90,376,791	80.7	21,635,290	10,349,021	9,764,791	12,247,694
Southern	Nov.	6,194	16,115,764	1,074,411	18,518,251	2,273,667	3,266,827	345,903	6,630,133	13,247,711	71.5	5,270,540	2,507,557	2,639,488	2,240,431
	11 mos.	6,336	162,198,246	16,512,432	193,363,513	28,544,623	37,486,651	3,914,079	74,880,560	153,254,244	79.3	40,109,269	19,307,416	18,920,516	26,247,529
Alabama Great Southern	Nov.	316	1,074,911	45,890	1,235,072	207,679	283,515	31,626	455,418	1,030,236	83.4	204,836	123,506	77,823	253,136
	11 mos.	316	12,334,357	1,115,539	14,733,706	2,319,167	3,117,673	327,500	5,231,379	11,595,777	78.7	3,137,929	1,831,489	1,356,970	2,425,066
Cinn., New Orleans & Texas Pacific	Nov.	337	2,538,074	93,163	2,783,684	413,334	552,564	54,837	809,340	1,934,680	69.5	849,004	458,479	428,874	673,174
	11 mos.	337	29,358,446	1,932,861	33,079,261	4,523,831	6,218,344	654,679	9,934,328	22,491,323	68.0	10,587,938	5,217,880	5,657,466	7,535,729
Georgia Southern & Florida	Nov.	397	475,390	34,977	568,811	138,688	54,416	6,808	193,688	405,656	71.3	163,155	19,299	29,038	22,473
	11 mos.	397	5,231,258	666,295	6,483,048	1,565,675	603,120	78,251	2,228,711	4,635,981	71.5	1,847,067	458,427	433,395	416,938
New Orleans & Northeastern	Nov.	204	796,270	23,559	867,335	116,296	84,576	19,251	226,552	483,289	55.7	384,046	165,243	168,783	208,905
	11 mos.	204	8,230,438	637,072	9,406,093	1,518,551	1,028,237	195,587	2,292,972	5,466,110	58.1	3,939,983	1,718,485	1,667,328	2,447,153
Southern Pacific	Nov.	8,142	30,716,236	2,753,873	36,117,777	4,552,576	7,494,343	712,306	13,435,875	28,012,147	77.6	8,105,630	3,793,608	3,154,963	2,513,857
	11 mos.	8,161	321,193,427	36,803,245	385,905,984	47,990,325	76,793,195	7,942,962	154,606,856	308,265,076	79.9	77,640,908	38,553,085	26,927,104	34,452,295
Texas & New Orleans	Nov.	4,316	9,077,727	581,891	10,296,289	1,616,268	1,602,915	219,176	3,658,797	7,564,178	73.5	2,732,111	1,152,999	1,025,277	1,508,333
	11 mos.	4,316	94,173,295	7,922,493	108,784,649	16,833,845	15,502,982	2,390,623	40,507,023	80,365,736	73.9	28,418,913	11,637,514	11,494,788	13,651,792
Spokane, Portland & Seattle	Nov.	945	2,159,727	65,975	2,338,483	445,747	229,926	20,143	684,574	1,461,990	62.5	876,493	191,378	577,972	196,428
	11 mos.	945	20,794,956	977,346	23,036,787	5,012,572	2,793,937	234,241	8,015,776	16,994,214	73.8	6,042,573	1,830,537	3,032,070	2,019,583
Tennessee Central	Nov.	286	348,244	1,026	368,677	59,961	49,309	9,076	130,256	265,962	72.1	102,715	20,396	50,268	—24,469
	11 mos.	286	3,707,395	27,832	3,939,814	707,021	567,074	107,911	1,501,110	3,075,319	78.1	864,495	266,142	342,158	42,917
Texas & Northern	Nov.	8	46,466	.....	53,729	3,073	3,790	227	9,701	19,657	36.6	34,072	12,074	17,958	.....
	11 mos.	8	695,696	.....	841,803	38,626	64,178	3,443	234,333	395,510	47.0	446,293	148,617	209,807	.....
Texas & Pacific	Nov.	1,854	4,471,706	325,751	5,227,289	845,393	828,286	150,922	1,834,006	3,919,045	75.0	1,308,244	537,226	577,409	884,631
	11 mos.	1,854	48,106,265	4,242,477	57,025,355	8,575,859	9,059,629	1,804,043	21,813,724	44,350,444	77.8	12,674,911	4,410,322	5,894,867	8,016,923
Texas Mexican	Nov.	162	241,315	.....	264,460	60,498	26,574	5,609	56,857	165,333	62.5	99,127	19,613	62,144	4,057
	11 mos.	162	2,548,343	.....	2,822,219	575,891	283,502	66,932	709,677	1,799,800	63.8	1,022,419	366,815	442,079	295,904
Toledo, Peoria & Western	Nov.	239	355,992	3	363,845	45,647	29,855	33,789	100,082	231,363	63.6	132,482	48,130	51,603	76,936
	11 mos.	239	4,285,482	183	4,351,283	767,535	340,837	368,488	1,131,076	2,868,434	65.9	1,482,849	565,079	619,631	635,425
Union Pacific	Nov.	9,721	30,832,944	2,052,693	35,720,656	3,959,671	6,097,067	719,995	12,402,691	25,022,230	70.0	10,698,426	5,405,771	3,618,701	4,047,828
	11 mos.	9,724	304,917,960	29,717,823	365,447,799	59,341,020	66,154,822	8,322,006	134,246,641	289,084,621	79.1	76,363,178	44,717,555	16,134,685	39,919,269
Utah	Nov.	111	215,263	.....	215,292	Cr 557	60,175	591	80,456	148,000	68.7	67,292	10,957	66,188	27,319
	11 mos.	111	1,483,527	.....	1,485,541	264,463	570,535	7,713	675,782	1,601,440	107.8	—115,899	135,191	—162,203	—90,334
Virginian	Nov.	661	2,416,116	2,651	2,463,810	233,637	419,166	37,866	605,150	1,366,213	55.5	1,097,597	515,000	662,107	483,412
	11 mos.	663	26,113,809	43,512	27,039,949	3,688,657	7,061,807	430,918	6,723,113	18,738,659	69.3	8,301,290	4,018,000	5,461,001	8,049,381
Wabash	Nov.	2,393	6,997,773	368,547	7,902,110	1,054,111	1,047,096	244,612	3,309,755	5,979,159	75.7	1,922,951	761,586	680,006	1,031,881
	11 mos.	2,393	74,841,475	4,534,659	85,803,545	12,906,634	12,048,390	2,776,552	36,567,378	67,828,696	79.1	17,974,849	7,174,591	6,555,484	12,156,157
Ann Arbor	Nov.	294	585,463	16,226	619,561	94,241	85,049	22,956	293,374	512,711	82.8	106,850	52,796	38,296	33,309
	11 mos.	294	6,716,073	57,090	7,010,173	1,112,535	1,099,554	250,366	3,195,764	5,849,154	83.4	1,161,019	564,421	403,203	857,909
Western Maryland	Nov.	836	2,881,263	6,871	3,047,596	334,476	516,881	65,530	972,543	2,005,297	65.8	1,042,299	536,000	645,043	492,631
	11 mos.	836	34,155,756	123,282	35,886,890	4,865,286	7,209,566	763,448	11,262,488	25,594,955	71.3	10,291,935	5,139,000	6,099,240	8,014,213
Western Pacific	Nov.	1,195	3,328,558	134,586	3,546,523	446,409	492,378	144,059	1,029,013	2,323,468	65.5	1,223,055	489,282	637,331	428,194
	11 mos.	1,195	33,458,050	2,645,375	37,191,951	6,490,761	6,133,482	1,843,958	13,132,057	29,935,535	80.5	7,256,416	2,542,114	3,873,598	5,234,773
Wheeling & Lake Erie	Nov.	506	2,592,879	.....	2,682,055	278,022	361,180	59,668	766,924	1,554,576	58.0	1,127,479	581,817	763,740	803,907
	11 mos.	506	26,998,462	796	28,511,952	4,033,464	4,734,915	687,347	9,058,088	19,422,361	68.1	9,089,591	5,290,111	6,019,904	8,667,244
Wisconsin Central	Nov.	1,051	1,879,870	31,011	2,031,474	228,770	284,167	57,757	856,810	1,515,206	74.6	516,268	172,300	225,217	343,802
	11 mos	1,051	22,245,692	541,308	24,202,416	3,751,336	3,616,383	651,588	10,224,752	19,147,351	79.1	5,055,065	1,601,374	2,075,175	3,622,585

Table of Freight Operating Statistics appears on the next left-hand page

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Freight Operating Statistics of Large Steam Railways — Selected

Region, Road and Year	Miles of road operated	Locomotive-Miles: Train-miles	Locomotive-Miles: Principal and helper	Locomotive-Miles: Light	Car-Miles: Loaded (*thousands*)	Car-Miles: Per cent loaded	Ton-miles (*thousands*): Gross excl.locos. & tenders	Ton-miles (*thousands*): Net rev. and non-rev.	Road-locos. on lines: Serviceable: Unstored	Road-locos. on lines: Serviceable: Stored	Road-locos. on lines: B.O.	Road-locos. on lines: Per cent B.O.
New Eng. Region												
Boston & Maine 1949	1,701	262,664	270,471	12,696	10,522	69.3	643,322	263,535	86	8	17	15.3
1948	1,746	317,348	331,193	18,765	12,426	71.1	775,502	342,106	92	6	10	9.3
N. Y., N. H. & Htfd 1949	1,774	268,737	269,567	19,423	11,066	68.8	665,959	291,942	116	11	11	8.0
1948	1,778	339,129	342,648	29,819	13,929	73.5	828,543	382,860	118	19	28	17.0
Great Lakes Region												
Delaware & Hudson 1949	794	215,911	253,571	27,952	9,306	67.7	613,726	299,684	119	57	24	12.0
1948	794	287,268	351,148	36,565	13,129	71.3	918,107	502,001	128	32	23	12.6
Del., Lack. & Western 1949	966	243,058	268,890	28,704	11,635	67.4	750,507	322,999	78	35	35	23.6
1948	967	312,940	350,230	36,336	14,383	73.7	923,521	442,894	116	26	13	8.4
Erie 1949	2,231	609,782	628,759	42,047	33,470	66.1	2,084,914	797,254	160	52	54	20.3
1948	2,229	743,721	783,047	61,325	41,752	69.4	2,659,758	1,126,390	241	47	72	20.0
Grand Trunk Western 1949	971	228,762	237,643	1,856	7,886	65.7	503,507	200,322	55	..	9	14.1
1948	972	279,905	287,011	2,448	9,628	69.3	622,928	284,430	63	2	10	13.3
Lehigh Valley 1949	1,239	227,565	236,387	20,676	11,730	66.5	794,426	363,413	68	11	19	19.4
1948	1,239	319,259	349,816	41,110	14,275	72.3	949,261	478,113	88	13	22	17.9
New York Central 1949	10,680	2,513,879	2,614,435	134,812	92,577	64.1	5,832,159	2,400,231	820	264	399	26.9
1948	10,690	3,542,657	3,779,259	245,707	130,031	65.1	8,935,356	4,221,658	1,090	90	345	22.6
New York, Chic. & St.L. 1949	1,656	510,471	522,946	7,434	22,005	66.4	1,374,357	546,403	121	44	24	12.7
1948	1,656	651,329	660,969	8,912	28,035	72.6	1,756,867	810,315	143	15	19	10.7
Pitts. & Lake Erie 1949	221	21,494	21,614	26	739	63.3	52,909	26,293	12	15	20	42.6
1948	223	94,847	97,211	....	4,382	70.1	360,916	219,011	30	4	12	26.1
Wabash 1949	2,381	620,328	631,738	9,740	23,521	70.1	1,444,779	609,515	150	9	51	24.3
1948	2,381	718,947	734,852	17,752	26,563	73.3	1,678,611	757,774	159	6	36	17.9
Central Eastern Region												
Baltimore & Ohio 1949	6,086	1,220,504	1,445,512	150,306	45,920	63.2	3,090,906	1,302,861	543	245	271	25.6
1948	6,076	2,035,988	2,524,198	280,085	74,901	65.5	5,510,180	2,788,502	860	23	208	19.1
Central of New Jersey 1949	415	61,517	61,655	3,933	2,339	64.0	168,918	83,326	23	6	18	38.3
1948	417	81,846	82,404	5,584	3,346	67.6	247,057	132,106	41	..	18	30.5
Central of Pennsylvania 1949	212	59,456	64,539	8,916	2,294	63.5	166,712	83,841	25	7	15	31.9
1948	213	85,213	94,334	14,846	3,317	73.3	241,253	136,055	45	3	8	14.3
Chicago & Eastern Ill 1949	909	114,333	114,385	3,621	3,882	71.0	237,751	109,727	38	6	2	4.3
1948	909	158,784	159,124	4,038	5,681	71.5	368,571	182,151	44	4	19	28.4
Elgin, Joliet & Eastern 1949	238	54,396	54,835	....	1,723	67.3	119,266	59,125	33	..	1	2.9
1948	238	101,014	101,235	....	3,897	70.8	292,731	163,634	36	7	1	2.3
Pennsylvania System 1949	10,039	2,296,381	2,469,497	267,763	99,905	67.6	6,347,096	2,795,542	1,119	254	456	24.9
1948	10,023	3,814,729	4,283,386	514,882	161,161	67.6	11,330,308	5,726,409	1,702	68	257	12.7
Reading 1949	1,323	308,967	322,079	29,674	10,238	65.1	749,539	381,116	149	55	59	22.4
1948	1,337	446,964	473,563	45,030	17,329	68.1	1,327,028	741,114	191	19	32	13.2
Western Maryland 1949	836	101,673	109,901	8,827	3,072	64.2	221,890	109,674	85	85	14	7.6
1948	837	210,126	259,621	39,872	7,838	62.6	643,691	356,428	155	9	10	5.7
Pocahontas Region												
Chesapeake & Ohio 1949	5,041	856,226	892,403	23,518	26,870	64.2	1,760,680	800,869	341	253	141	19.2
1948	5,003	1,683,538	1,794,966	75,832	72,626	59.1	6,036,548	3,433,121	604	11	97	13.6
Norfolk & Western 1949	2,107	393,014	409,955	21,474	14,398	67.5	963,923	452,545	162	140	52	14.7
1948	2,107	837,804	893,032	64,486	39,762	59.7	3,440,433	1,908,460	273	32	19	5.9
Southern Region												
Atlantic Coast Line 1949	5,507	718,103	724,507	11,816	20,291	63.0	1,385,627	624,867	322	40	79	17.9
1948	5,551	915,547	934,073	15,073	23,351	65.6	1,564,444	721,206	346	14	70	16.3
Central of Georgia 1949	1,783	268,520	271,664	4,556	7,326	72.0	461,966	216,960	92	4	15	13.5
1948	1,783	305,707	310,280	6,232	7,972	71.1	521,439	248,997	99	2	8	7.3
Gulf, Mobile & Ohio 1949	2,854	328,363	328,363	90	16,260	72.2	1,033,201	480,695	73	21	5	5.1
1948	2,847	362,697	363,703	159	17,595	75.2	1,110,998	546,083	110	17	15	10.6
Illinois Central 1949	6,542	1,372,590	1,376,145	46,263	50,810	67.5	3,329,237	1,553,592	536	16	103	15.7
1948	6,550	1,524,290	1,527,633	53,072	57,190	67.1	3,887,726	1,880,268	568	14	79	12.0
Louisville & Nashville 1949	4,774	935,077	983,185	21,588	24,806	69.1	1,558,720	747,037	273	147	62	12.9
1948	4,750	1,452,571	1,567,142	41,834	39,769	65.0	2,851,295	1,496,263	378	35	77	15.7
Nash., Chatt. & St. Louis 1949	1,049	192,627	195,097	2,845	5,881	74.3	358,680	164,816	58	..	3	4.9
1948	1,051	279,585	286,909	7,862	6,869	76.5	425,725	204,674	83	..	3	3.5
Seaboard Air Line 1949	4,139	677,285	699,959	6,031	20,932	65.4	1,432,151	653,270	225	47	66	19.5
1948	4,142	764,283	804,716	10,709	23,519	68.3	1,578,036	737,825	263	15	54	16.3
Southern 1949	6,179	1,127,053	1,133,981	11,052	38,159	70.4	2,297,912	990,183	435	82	166	24.3
1948	6,388	1,680,701	1,708,175	30,240	46,380	71.3	2,919,250	1,345,672	592	17	140	18.7
Northwestern Region												
Chicago & North Western 1949	8,073	976,532	1,008,449	29,155	32,708	66.0	2,183,962	997,594	301	24	146	31.0
1948	8,055	1,139,700	1,198,204	28,726	38,368	66.4	2,631,137	1,189,408	381	1	98	20.4
Chicago Great Western 1949	1,445	181,579	181,815	8,752	9,524	66.8	612,161	255,029	41	2	4	8.5
1948	1,445	248,060	250,399	16,820	10,809	68.9	703,834	313,253	57	2	14	19.2
Chic., Milw., St. P. & Pac. 1949	10,663	1,370,972	1,428,725	52,582	49,740	65.4	3,250,653	1,401,125	432	82	75	12.7
1948	10,663	1,612,740	1,704,085	71,747	56,984	67.1	3,811,782	1,767,208	479	25	80	13.7
Chic., St. P., Minn. & Omaha 1949	1,606	206,917	217,683	10,754	5,925	68.5	395,445	173,709	74	..	33	30.8
1948	1,606	227,607	245,279	14,306	6,281	71.3	416,253	190,661	82	2	32	27.6
Duluth, Missabe & Iron Range 1949	574	24,967	24,994	747	377	50.3	29,390	13,471	32	12	17	27.9
1948	578	151,546	152,267	1,094	7,748	51.0	731,997	431,785	48	..	..	..
Great Northern 1949	8,222	1,123,219	1,124,473	47,961	44,223	64.1	3,070,505	1,345,675	335	71	71	14.9
1948	8,240	1,294,599	1,297,054	54,075	54,931	65.3	3,968,338	1,908,014	412	22	54	11.1
Minneap., St.P. & S. Ste. M 1949	4,179	395,003	400,673	3,994	13,277	69.5	831,331	382,285	111	..	12	9.8
1948	4,180	478,723	493,884	9,229	15,902	69.7	1,040,188	503,021	130	..	12	8.5
Northern Pacific 1949	6,593	894,328	940,503	57,893	35,592	72.1	2,358,881	1,079,264	317	16	66	16.5
1948	6,593	953,977	1,010,829	57,864	39,745	71.4	2,654,066	1,281,168	345	13	57	13.7
Central Western Region												
Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F. 1949	13,102	2,664,296	2,806,839	109,076	110,903	67.9	7,132,048	2,718,999	651	139	108	12.0
1948	13,080	3,096,167	3,292,347	161,808	124,424	70.2	7,967,151	3,235,471	759	67	123	13.0
Chic., Burl., & Quincy 1949	8,839	1,392,850	1,442,834	48,618	54,922	65.8	3,564,411	1,515,925	423	19	124	21.9
1948	8,670	1,476,746	1,512,920	53,153	61,779	66.9	4,149,681	1,909,122	421	27	79	15.0
Chic., Rock I. & Pac. 1949	7,598	1,184,349	1,206,546	12,946	42,563	64.9	2,812,690	1,230,879	256	18	89	24.5
1948	7,613	1,174,952	1,220,063	13,026	40,855	69.3	2,643,060	1,216,630	291	30	63	16.4
Denver & R. G. Wn. 1949	2,413	375,748	407,930	46,812	13,514	72.3	853,649	387,938	134	22	41	20.8
1948	2,443	538,592	610,009	89,804	18,941	75.5	1,202,546	566,048	167	3	43	20.2
Southern Pacific 1949	8,067	2,115,963	2,297,678	357,258	91,682	65.8	6,088,046	2,442,306	742	15	212	21.9
1948	8,089	2,399,691	2,685,097	459,180	103,416	67.6	6,843,571	2,845,606	775	8	153	16.3
Union Pacific 1949	9,721	2,675,284	2,774,432	182,299	110,397	65.9	7,281,059	2,765,211	627	49	158	18.9
1948	9,751	2,913,992	3,026,614	193,728	118,282	67.2	7,745,315	3,143,010	633	50	115	14.4
Western Pacific 1949	1,192	230,252	253,757	25,466	11,029	80.9	633,750	281,502	63	8	48	40.3
1948	1,192	310,582	338,632	28,164	14,770	83.0	850,686	395,394	84	23	18	14.4
Southwestern Region												
International-Gt. Northern* 1949	1,110	154,215	154,424	1,164	5,346	65.2	381,703	176,547	58	9	5	6.9
1948	1,110	200,836	201,468	812	6,575	70.2	452,257	217,870	66	1	13	16.3
Kansas City Southern 1949	886	206,088	210,920	2,068	9,856	66.1	662,905	288,959	46	..	8	14.8
1948	885	197,537	197,893	461	10,000	68.3	679,976	324,831	46	4	6	10.7
Mo.-Kans.-Texas Lines 1949	3,241	486,364	497,514	8,685	17,960	67.1	1,123,138	467,133	102	..	46	31.1
1948	3,241	683,551	699,145	8,561	20,614	62.4	1,437,997	641,832	127	..	22	14.8
Missouri Pacific† 1949	....	....	....	....	....	...	....	....	..	..	..	..
1948	....	....	....	....	....	...	....	....	..	..	..	..
Texas & Pacific 1949	1,852	289,961	289,961	11,138	10,357	67.8	677,106	278,633	110	4	2	1.7
1948	1,852	461,607	461,607	14,329	16,275	65.9	1,093,800	471,201	107	7	16	12.3
St. Louis-San Francisco 1949	4,615	833,940	844,270	9,170	27,572	64.7	1,865,055	811,329	231	49	44	13.6
1948	4,615	874,344	889,745	9,683	25,562	67.6	1,743,748	783,894	293	17	36	10.4
St. Louis Southw. Lines 1949	1,562	429,244	433,674	5,928	17,317	71.3	985,243	440,418	85	9	16	14.5
1948	1,562	413,751	416,175	5,735	16,751	73.6	1,028,083	459,568	86	9	12	11.2
Texas & New Orleans 1949	4,314	860,398	860,398	22,482	26,648	64.9	1,788,786	760,062	213	..	58	21.4
1948	4,314	1,028,480	1,029,938	38,182	29,356	70.2	1,944,241	893,413	225	..	29	11.4

Items for the Month of October 1949 Compared with October 1948

Region	Road	Year	Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Mi per loco. per day
New Eng. Region	Boston & Maine	1949	2,914	9,022	11,936	3.4	37,448	2,453	1,005	25.0	731	42.1	4,998	15.3	87.3
		1948	1,558	11,246	12,804	3.5	38,247	2,450	1,081	27.5	907	46.3	6,321	15.7	108.1
	N. Y., N. H. & Htfd	1949	2,481	15,977	18,458	2.7	35,951	2,479	1,087	26.4	528	29.1	5,309	14.5	80.9
		1948	1,450	19,514	20,964	1.5	34,933	2,449	1,131	27.5	576	28.5	6,946	14.3	79.1
Great Lakes Region	Delaware & Hudson	1949	5,392	4,104	9,496	6.1	48,188	2,855	1,394	32.2	945	43.4	12,175	17.0	49.5
		1948	2,355	7,613	9,968	5.6	57,482	3,212	1,756	38.2	1,640	60.1	20,395	18.0	71.9
	Del., Lack. & Western	1949	7,460	8,176	15,636	9.1	44,509	3,145	1,354	27.8	689	36.8	10,786	14.4	71.5
		1948	4,138	11,454	15,592	4.6	44,940	3,006	1,442	30.8	919	40.5	14,774	15.2	90.5
	Erie	1949	11,809	14,769	26,578	9.4	58,773	3,441	1,316	23.8	935	59.4	11,528	17.2	88.8
		1948	6,866	26,259	33,125	4.5	58,544	3,597	1,523	27.0	1,107	59.1	16,301	16.4	82.8
	Grand Trunk Western	1949	4,462	7,714	12,176	9.3	44,665	2,213	881	25.4	527	31.6	6,655	20.3	136.7
		1948	4,020	8,819	12,839	8.2	43,708	2,243	1,024	29.5	704	34.4	9,439	19.6	132.7
	Lehigh Valley	1949	8,552	9,168	17,720	11.1	66,103	3,335	1,617	31.0	635	30.8	9,462	18.9	93.2
		1948	6,578	12,713	19,291	10.8	55,705	3,034	1,528	33.5	797	32.9	12,448	18.7	111.5
	New York Central	1949	72,063	72,337	144,400	10.4	40,857	2,350	967	25.9	528	31.8	7,250	17.6	67.2
		1948	56,335	109,395	165,730	3.1	39,549	2,561	1,210	32.5	838	39.7	12,739	15.7	96.4
	New York, Chic. & St.L.	1949	5,522	8,462	13,984	4.0	54,424	2,705	1,075	24.8	1,185	71,9	10,998	20.2	97.6
		1948	2,124	15,655	17,779	1.7	51,752	2,714	1,252	28.9	1,582	75.4	15,785	19.2	132.2
	Pitts. & Lake Erie	1949	9,030	6,306	15,336	10.6	34,446	2,466	1,225	35.6	58	2.6	3,838	14.0	16.1
		1948	4,339	11,124	15,463	6.2	55,270	3,819	2,317	50.0	462	13.2	31,681	14.5	70.1
	Wabash	1949	7,057	14,118	21,175	3.0	47,616	2,356	994	25.9	910	50.1	8,258	20.4	103.1
		1948	5,529	15,611	21,140	2.8	46,022	2,357	1,064	28.5	1,154	55.2	10,266	19.7	126.2
Central Eastern Region	Baltimore & Ohio	1949	59,895	28,726	88,621	14.1	38,518	2,564	1,081	28.4	465	25.9	6,906	15.2	49.8
		1948	45,257	49,706	94,963	6.4	34,203	2,761	1,397	37.2	961	39.4	14,804	12.6	86.1
	Central of New Jersey	1949	1,352	7,773	9,125	9.2	36,769	2,836	1,399	35.6	283	12.4	6,477	13.4	80.2
		1948	795	8,980	9,775	5.5	40,475	3,151	1,685	39.5	432	16.2	10,219	13.4	74.0
	Central of Pennsylvania	1949	2,914	2,935	5,849	14.0	41,709	2,975	1,496	36.5	460	19.8	12,757	14.9	64.3
		1948	1,016	3,478	4,494	7.9	38,887	3,046	1,718	41.0	956	31.8	20,605	13.7	77.0
	Chicago & Eastern Ill	1949	3,117	3,621	6,738	9.2	34,658	2,091	965	28.3	531	26.4	3,894	16.7	87.2
		1948	1,756	4,367	6,123	5.3	37,282	2,376	1,174	32.1	966	42.2	6,464	16.1	80.8
	Elgin, Joliet & Eastern	1949	6,830	7,313	14,143	1.1	18,474	2,313	1,147	34.3	126	5.5	8,014	8.4	67.4
		1948	6,232	10,116	16,348	2.2	20,960	3,052	1,706	42.0	286	9.6	22,179	7.2	104.5
	Pennsylvania System	1949	147,418	80,851	228,269	15.2	44,036	2,824	1,244	28.0	393	20.8	8,983	15.9	52.6
		1948	117,301	136,854	254,155	8.7	40,259	3,076	1,555	35.5	745	31.0	18,430	13.6	82.6
	Reading	1949	17,440	14,152	31,592	9.2	29,705	2,427	1,234	37.2	400	16.5	9,293	12.2	55.0
		1948	12,748	20,929	33,677	6.5	36,457	2,973	1,660	42.8	714	24.5	17,881	12.3	79.9
	Western Maryland	1949	7,074	2,550	9,624	2.5	32,051	2,242	1,108	35.7	336	14.7	4,232	14.7	23.5
		1948	4,250	3,197	7,447	1.3	33,442	3,104	1,719	45.5	1,542	54.2	13,737	10.9	59.8
Pocahontas Region	Chesapeake & Ohio	1949	65,891	18,938	84,829	7.1	37,085	2,067	940	29.8	302	15.8	5,125	18.0	44.0
		1948	47,135	29,883	77,018	2.7	54,901	3,627	2,063	47.3	1,443	51.6	22,136	15.3	92.7
	Norfolk & Western	1949	47,188	6,166	53,354	5.3	43,926	2,472	1,160	31.4	282	13.3	6,928	17.9	43.8
		1948	27,825	8,056	35,881	3.2	66,674	4,169	2,312	48.0	1,721	60.0	29,218	16.2	103.2
Southern Region	Atlantic Coast Line	1949	13,469	15,121	28,590	5.7	30,837	1,940	875	30.8	733	37.7	3,660	16.0	57.8
		1948	8,719	19,328	28,047	4.1	28,447	1,721	793	30.9	859	42.4	4,191	16.6	77.2
	Central of Georgia	1949	3,102	4,852	7,954	8.1	30,584	1,728	811	29.6	860	40.3	3,925	17.8	85.3
		1948	1,859	6,832	8,691	4.8	30,680	1,710	816	31.2	942	42.5	4,505	18.0	97.7
	Gulf, Mobile & Ohio	1949	4,728	9,892	14,620	2.8	58,741	3,151	1,466	29.6	1,016	47.6	5,433	18.7	116.0
		1948	2,457	12,571	15,028	1.5	55,422	3,075	1,512	31.0	1,189	50.9	6,187	18.1	87.8
	Illinois Central	1949	24,601	28,287	52,888	1.8	42,275	2,454	1,145	30.6	907	43.9	7,661	17.4	74.6
		1948	14,066	37,366	51,432	1.5	43,627	2,576	1,246	32.9	1,160	52.6	9,260	17.1	82.0
	Louisville & Nashville	1949	47,914	12,275	60,189	7.7	27,860	1,674	802	30.1	402	19.3	5,048	16.7	72.4
		1948	26,440	15,498	41,938	3.3	30,527	1,968	1,033	37.6	1,104	45.1	10,161	15.6	110.6
	Nash., Chatt. & St. Louis	1949	3,147	3,942	7,089	12.5	36,746	1,867	858	28.0	741	35.6	5,068	19.7	112.2
		1948	716	5,635	6,351	3.3	30,006	1,529	735	29.8	1,061	46.5	6,282	19.7	114.7
	Seaboard Air Line	1949	10,391	13,506	23,897	2.4	38,238	2,159	985	31.2	914	44.8	5,091	18.1	78.3
		1948	6,956	15,830	22,786	1.5	37,184	2,125	994	31.4	1,063	49.6	5,746	18.0	88.2
	Southern	1949	17,135	26,404	43,539	5.0	35,920	2,053	885	26.0	722	39.5	5,169	17.6	56.8
		1948	13,266	31,173	44,439	4.4	29,994	1,756	809	29.0	987	47.7	6,795	17.3	79.3
Northwestern Region	Chicago & North Western	1949	21,354	32,576	53,930	3.2	35,381	2,362	1,079	30.5	598	29.7	3,986	15.8	78.2
		1948	19,326	37,436	56,762	2.8	35,544	2,410	1,090	31.0	672	32.6	4,763	15.4	89.6
	Chicago Great Western	1949	1,406	5,947	7,353	4.8	61,320	3,384	1,410	26.8	1,147	64.1	5,693	18.2	138.3
		1948	1,168	5,767	6,935	4.2	46,745	2,847	1,267	29.0	1,428	71.6	6,993	16.5	128.7
	Chic., Milw., St. P. & Pac.	1949	31,140	33,034	64,174	2.3	38,520	2,401	1,035	28.2	726	39.4	4,239	16.2	88.3
		1948	20,031	40,221	60,252	2.0	36,812	2,382	1,104	31.0	915	43.9	5,346	15.6	106.5
	Chic., St. P., Minn. & Omaha	1949	861	7,566	8,427	3.3	24,445	1,980	870	29.3	656	32.6	3,489	12.8	75.9
		1948	862	7,448	8,310	4.5	24,737	1,918	878	30.4	655	30.3	3,830	13.5	79.5
	Duluth, Missabe & Iron Range	1949	14,687	225	14,912	3.8	18,720	1,214	557	35.7	29	1.6	757	15.9	18.0
		1948	14,462	488	14,950	3.0	81,569	5,025	2,964	55.7	947	33.4	24,098	16.9	116.4
	Great Northern	1949	22,385	21,659	44,044	3.8	43,854	2,751	1,206	30.4	916	46.9	5,280	16.0	85.6
		1948	19,148	21,945	41,093	2.5	48,454	3,098	1,489	34.7	1,376	60.6	7,470	15.8	98.3
	Minneap., St.P. & S. Ste. M.	1949	6,565	8,378	14,943	6.8	38,079	2,125	977	28.8	819	41.0	2,951	18.1	115.5
		1948	5,077	11,183	16,260	3.9	38,116	2,195	1,061	31.6	940	42.6	3,882	17.5	124.9
	Northern Pacific	1949	17,223	14,711	31,934	5.7	45,376	2,651	1,213	30.3	1,034	47.3	5,281	17.2	86.7
		1948	16,574	18,262	34,836	5.0	43,763	2,798	1,351	32.2	1,094	47.5	6,268	15.7	90.2
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.	1949	45,913	32,327	78,240	4.5	53,424	2,689	1,025	24.5	1,148	69.0	6,694	20.0	111.6
		1948	37,673	38,453	76,126	4.8	50,803	2,585	1,050	26.0	1,401	76.7	7,979	19.7	124.6
	Chic., Burl. & Quincy	1949	19,146	28,977	48,123	4.9	46,000	2,572	1,094	27.6	1,064	58.5	5,532	18.0	90.2
		1948	12,021	30,445	42,466	2.2	48,656	2,820	1,297	30.9	1,454	70.3	7,103	17.3	102.1
	Chic., Rock I. & Pac.	1949	11,425	26,190	37,615	3.8	41,067	2,386	1,044	28.9	1,076	57.3	5,226	17.3	111.7
		1948	8,760	27,136	35,896	3.7	39,860	2,256	1,039	29.8	1,131	54.8	5,155	17.7	109.9
	Denver & R. G. Wn.	1949	8,320	8,088	16,408	4.0	37,627	2,282	1,037	28.7	753	36.3	5,186	16.6	82.3
		1948	6,922	9,949	16,871	3.7	35,872	2,249	1,059	29.9	1,063	47.1	7,474	16.1	111.5
	Southern Pacific	1949	25,067	39,760	64,827	4.5	46,333	2,906	1,166	26.6	1,209	69.0	9,766	16.1	96.4
		1948	25,477	44,867	70,344	3.1	44,873	2,877	1,196	27.5	1,341	72.1	11,348	15.7	115.5
	Union Pacific	1949	28,542	38,966	67,508	3.3	59,431	2,771	1,052	25.0	1,357	82.2	9,176	21.8	120.8
		1948	23,023	37,756	60,779	2.3	58,064	2,697	1,095	26.6	1,629	91.2	10,397	21.8	135.4
	Western Pacific	1949	2,039	3,432	5,471	11.2	57,871	2,766	1,229	25.5	1,534	74.3	7,618	21.0	76.2
		1948	1,992	2,856	4,848	9.4	55,408	2,750	1,278	26.8	2,506	112.8	10,700	20.2	98.0
Southwestern Region	International-Gt. Northern*	1949	718	6,736	7,454	1.4	43,504	2,503	1,158	33.0	808	37.5	5,131	17.6	68.5
		1948	433	6,460	6,893	1.1	41,310	2,272	1,095	33.1	1,010	43.4	6,332	18.3	85.1
	Kansas City Southern	1949	1,399	6,247	7,646	6.2	55,594	3,233	1,409	29.3	1,162	60.0	10,521	17.3	141.3
		1948	1,187	5,910	7,097	3.7	66,501	3,452	1,649	32.5	1,464	66.0	11,840	19.3	123.2
	Mo.-Kans.-Texas Lines	1949	2,606	9,355	11,961	3.4	41,673	2,321	965	26.0	1,188	68.0	4,649	18.0	115.1
		1948	2,334	9,970	12,304	.4	38,117	2,120	946	31.1	1,679	86.4	6,388	18.1	161.4
	Missouri Pacific†	1949	....	....	....	....	....	....	....	....	....	....	....	....	....
		1948	....	....	....	....	....	....	....	....	....	....	....	....	....
	Texas & Pacific	1949	2,163	6,867	9,030	4.6	43,976	2,349	967	26.9	1,038	56.9	4,853	18.8	88.9
		1948	1,684	7,952	9,636	2.5	44,507	2,380	1,025	29.0	1,582	82.9	8,207	18.8	130.9
	St. Louis-San Francisco	1949	9,130	16,138	25,268	3.2	37,240	2,245	977	29.4	1,022	53.7	5,671	16.7	92.5
		1948	4,476	16,327	20,803	2.2	38,148	2,004	901	30.7	1,239	59.8	5,479	19.1	89.8
	St. Louis Southw. Lines	1949	1,473	6,213	7,686	1.7	44,047	2,300	1,028	25.4	1,691	93.2	9,095	19.2	138.6
		1948	1,324	6,485	7,809	1.7	43,756	2,488	1,112	27.4	1,873	92.7	9,491	17.6	137.3
	Texas & New Orleans	1949	4,328	18,534	22,862	3.6	39,603	2,100	892	28.5	1,071	57.9	5,683	19.0	113.1
		1948	3,306	19,336	22,642	2.4	37,116	1,908	877	30.4	1,299	60.8	6,681	19.6	142.4

* Report of trustee or trustees.
† No report received.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

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Current Publications

PERIODICAL ARTICLES

Years for Minutes; A Half Century of Passenger Schedules, by Donald M. Steffee. Railroad Magazine, January, 1950, pp. 10-47. Published by Popular Publications, Inc., 205 E. 42nd st., New York 17. Single copies, 35 cents.

Mr. Steffee, who is well-known for his "Annual Speed Surveys," does a thorough job on the passenger schedules of the past 50 years. His text covers a great many regularly-scheduled runs, telling how and why they originated, and if withdrawn, why this was done. The text is followed by 10 pages of tables showing comparative passenger train schedules from 1899 to 1949. Data shown are points between which the runs were made, the routes, and the best time made in 1899, 1909, 1929, 1949 and the fastest regular schedule for a given run and the year it was first established.

West Wind Express, by Lucius Beebe. Holiday magazine, January, 1950, page 72. Price 50 cents. Published by the Curtis Publishing Company, Independence Square, Philadelphia 5, Pa.

Scenic delights traversed during daylight by the new "California Zephyr" between Chicago and San Francisco, Cal., are the principal ingredients of this interesting narrative. While devoting considerable wordage to what he calls the "eye-popping vistas," Mr. Beebe also manages to sandwich in much historical data on the train's operators—the Chicago, Burlington & Quincy, the Denver & Rio Grande Western and the Western Pacific.

BOOKS

Railroads of New York; A Picture Story of Railroading In and Around New York City, by G. W. O'Connor. 144 pages, illustrations, maps. Published by Simmons-Boardman Publishing Corporation, 30 Church st., New York 7. $4.

A panoramic picture story of passenger and freight railroads, terminals, and subway systems in and around New York City, complete with full-color maps of metropolitan rail and rapid transit facilities.

Labor Relations in the New York Rapid Transit System, 1904-1944, by James J. McGinley, S. J. 635 pages. Published by King's Crown Press, Columbia University, New York. $6.50.

This case history of a public utility tells a full employer-employee story of 40 years of a city's experience with subways and elevated. The author treats New York's rapid transit both as a unique industry and as a daily occupation. The study is divided into two parts. One describes the industry, analyzes its financial and corporate structure, and familiarizes the reader with rapid transit's physical plant. The other describes the work force and its job, and reconstructs the picture of wages, hours, conditions, and union activity over the years.

There follows a consideration of the problem of industrial relations. It is analyzed in the light of the three employment situations which followed one another during the 40-year period: public utility, governmental operation, and merit system. A concluding section brings the narrative up to January, 1947.

Car Builders' Cyclopedia of American Practice, 1949-51, edited by C. B. Peck and staff. Eighteenth edition, 1308 pages, illustrations, drawings. Published by the Simmons-Boardman Publishing Corporation, 30 Church st., New York 7. $8.

Contains definitions and typical illustrations of railroad and industrial cars, their parts and equipment; cars built in America for export to foreign countries, and descriptions and illustrations of shops and equipment employed in construction and repair of cars.

TRADE PUBLICATIONS

Fairmont Railway Motor Cars and Work Equipment — Bulletin 625. 40 pages, illustrations. Published by Fairmont Railway Motors, Inc., Fairmount, Minn.

Describes, with specifications and photographs, the Fairmont line of motor car accessories, push cars and work equipment, the latter including ballast discers, derrick cars, extinguisher car, grouting outfit, spot board, oil sprayers, tie remover, tie sprayer, train order stand, weed burners, weed sprayer, and weed mower.

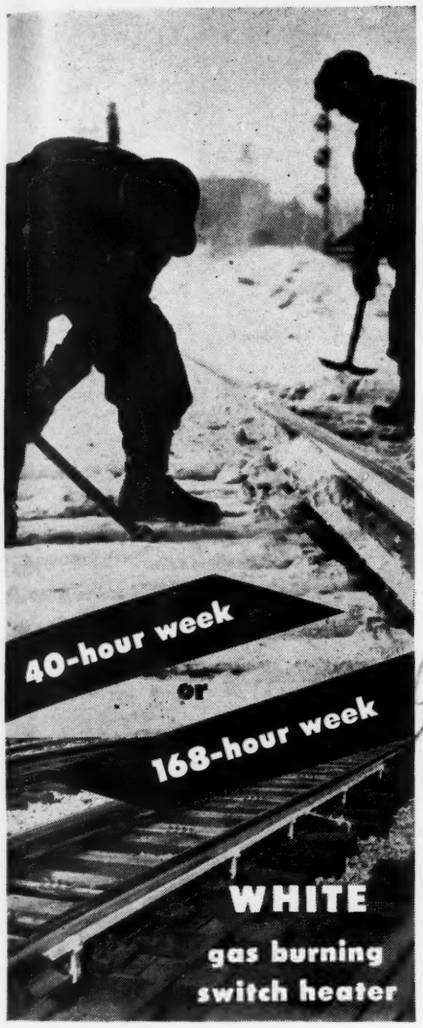
Attachments, Tools and Accessories for Hyster Lift Trucks, Hyster Karry Krane and Hyster Straddle Trucks. 28 pages, illustrations. Published by the Hyster Company, 2902 N.E. Clackamas, Portland 8, Ore.

A catalog describing, with model views, diagrams, specifications, action pictures, and cartoons, as well as explanatory text material, the various attachments, tools and accessories designed to lower costs and increase the ease of handling materials with Hyster lift trucks, straddle trucks and mobile cranes.

PAMPHLETS

Pennsylvania Railroad Harbor Facilities at the Ports of New York, Philadelphia and Baltimore. Three individual booklets, 14 pages each. Illustrated. Published by the Foreign Freight Traffic department of the Pennsylvania. Available from Alfred J. Ball, foreign freight traffic manager, 293 Pennsylvania station, 30th st., Philadelphia 4, Pa.

A series of illustrated reference brochures on the Pennsylvania's harbor facilities at New York, Philadelphia and Baltimore, Md., with aerial views, maps and photographs, together with explanatory captions and text, describing the road's various terminals, piers, yards, warehouses, grain elevators, ore handling machines, coal dumpers and floating equipment at the three ports.



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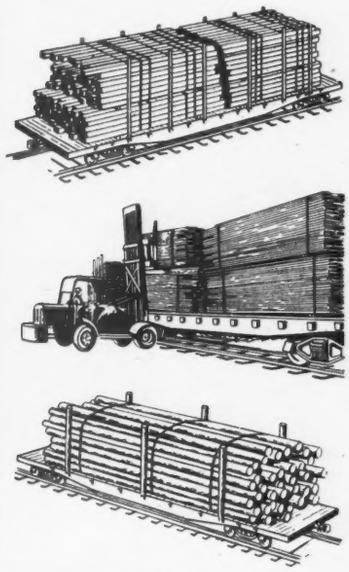

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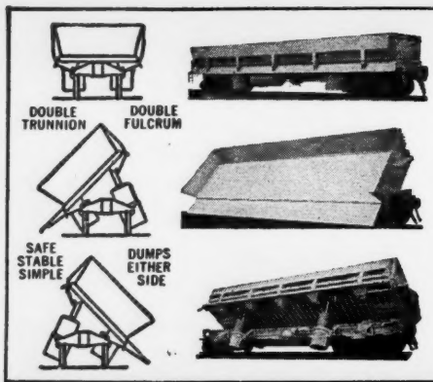

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